The Hong Kong Daily Press.

No. 7750 號十五百七千七第 光緒壬午年九月初六日 HONGKONG, TUESDAY, OCTOBER 17TH, 1882. 二拜禮 號七十月十英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 16, TEUCER, British steamer, 1,392, Power, Shanghai 10th October, and Foochow 14th, Tea and General.—BUTTERFIELD & SWIRE.

October 16, ESMERALDA, British str., 395, Talbot, Manila 12th October, General.—RUSSELL & Co.

October 16, DIAMANTE, British str., 518, Cullen, Amoy 15th October, General.—RUSSELL & Co.

October 16, ALWINE, German str., 400, F. Thiesen, Newchwang 8th Oct., Beans.—WIEGER & Co.

October 16, PROVINA, German steamer, 789, Behrens, Saigon 11th Oct., Rice and Paddy.—TUNG KEE.

October 16, CHIN HAE, Chinese gunboat, from a cruise.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 16TH.

Himalaya, British str., for Saigon.
China, German str., for Swatow.
Thales, British str., for Swatow.
Ægean, British str., for Bangkok.
Fu-yow, Chinese str., for Shanghai.
Prima Donna, Amr. ship, for New York.
Menelaus, British str., for Amoy.
Teucer, British str., for Singapore.
Emuy, Spanish str., for Amoy.
Camorta, Dutch str., for Amoy.

DEPARTURES.

October 16, GLENELG, British steamer, for Saigon.
October 16, CHINA, German steamer, for Swatow.
October 16, THALES, British steamer, for Swatow.
October 16, CAMORTA, Dutch steamer, for Amoy.
October 16, FUYEW, Chinese steamer, for Shanghai.
October 16, GWALIOR, British steamer, for Shanghai.
October 16, Monmuir, British steamer, for Foochow.

PASSENGERS.

ARRIVED.

Per *Teucer*, str., from Shanghai, &c.—Rev. Mr. and Mrs. Wilkinson, and 2 children, Mrs. Ewen and child, Mrs. Cunningham, 3 children, and nurse, Mr. and Miss Williams, and 30 Chinese, deck.

Per *Esmeralda*, str., from Manila.—1 European, and 168 Chinese.

Per *Diamante*, str., from Amoy.—Miss Ah Ho, 2 Europeans, and 39 Chinese, deck.

Per *Provina*, str., from Saigon.—64 Chinese.

DEPARTED.

Per *Douglas*, str., for Foochow.—Mr. H. A. Woolnough.

Per *Lennox*, str., for Singapore and Calcutta.—Three Europeans and 359 Chinese.

Per *Remus*, str., for Manila.—Messrs. Hyndmann and Thebaud, 2 Chinese, 1 Manila native, deck.

TO DEPART.

Per mail steamer *Bokhara*, from Hongkong.—For Singapore.—Mr. J. Scott, Mr. Ung Kong Hap and family and 5 servants. For Bombay.—Major T. Blake-Humfray, Mr. S. E. Futtakia. For Venice.—Mr. John Sandilands. For London.—Mr. Bennie. From Shanghai.—For Singapore.—Mrs. King and infant. For Port Said.—Mr. A. D. Benjamin. For Bombay.—Mrs. B. D. Benjamin, Mrs. M. Ezekiel, Mr. D. M. David and servant. From Yokohama.—For Venice.—Mr. and Mrs. J. Robertson, Master Johnston and servant. For London.—Mr. and Mrs. Gooding and 2 children, and Mr. K. Isbain.

REPORTS.

The German steamer *Provina* reports left Saigon on 11th instant, and had strong N.E. winds with heavy sea.

The British steamer *Diamante* reports left Amoy on 15th inst., and had light N.E. breeze and fine, clear weather.

The British steamer *Teucer* reports left Shanghai 10th, and Foochow 14th inst., and experienced fresh N.E. monsoon with fine, clear weather, heavy swell from E.N.E., from Chusan Archipelago to White Dog Rocks.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Glenfalloch (s.)	Shanghai	Aug. 24
Autenor (s.)	Shanghai	Aug. 24
Kaiser-i-Hind (s.)	Shanghai	Aug. 24

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Vincelas	Liverpool	May 10
P. G. Carvill	Penarth	May 20
Vortsetzen (s.)	Glasgow	June 28
Frederike	Penarth	June 28
Dora	Cardiff	July 2
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26
Weser	London	Aug. 5
Benarty (s.)	London	Aug. 9
Carnarvonshire	London	Aug. 17

AUCTION SALES TO-DAY.

None.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [13

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,
Agents.
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [22

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY,

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [913

BENGAL INSURANCE SOCIETY.

THE Undersigned having been appointed AGENT, for the above Company, is prepared to ACCEPT MARINE RISKS at Current Rates, allowing usual discounts.

E. R. BELILIOS.
Hongkong, 5th August, 1882. [1489

BANKS.

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ..... £1,500,000.

LONDON BANKERS.
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
Hongkong, 1st June, 1882. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....2,350,000 of Dollars.

COURT OF DIRECTORS.
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REIMERS, Esq.
H. Hoppius, Esq. — E. D. Sassoon, Esq.
Hon. F. B. Johnson. — M. E. Sassoon, Esq.
A. P. McEwen, Esq. — W. S. Young, Esq.
A. McIver, Esq. — C. Vincent Smith, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 19th August, 1882.

INTIMATIONS.

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts .....$22.50.
2 Dozen Pints .....$23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES
DR. TOWNSEND'S AROMATIC HOLLANDS-TONIC, POMERANZEN, BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.
J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.
Hongkong, 1st June, 1882. [799

"E. CASSUMBHOY.

FURNITURE WAREHOUSE.
Nos. 9, 11, 12, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.
HOUSES or ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c.,
FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.
A few Pieces of Genuine Old Porcelain and other Ware.
CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [1720

T. ALGAR AND COMPANY
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.;
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [29

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 ..... per case of 2 dozen pints.
$19 ..... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 ..... per case of 1 dozen quarts.
LORMONT.
$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 23th March, 1882. [24

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy } CANVAS.
Navy Boiled }
Long Flax }
Crown }
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [26

LORNE HIGHLAND WHISKY.

Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents:—
JARDINE, MATHESON & Co.,
Hongkong. [1441

L. ROSE & Co.'S CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th November, 1881. [950

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

TO BE LET.

TO LET.

THE PREMISES at BOWRINGTON known as the "Old INTERNATIONAL ICE HOUSE." GODOWN. Capable of Storing about 4,000 Tons Coal, Dwelling House attached, &c., &c.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd October, 1882. [1843

TO LET.
With Immediate Possession.

A LARGE OFFICE, or Suite of Offices, on the First Floor of the Premises occupied by
KELLY & WALSH.
Hongkong, 3rd October, 1882. [1844

ROOMS TO LET.
Apply to
SANDER & Co.
Hongkong, 28th September, 1882. [1619

TO LET.

THE 1st STOREY of the 2ND HOUSE known as the "BLUE BUILDINGS," Praya East. Lately occupied by the U. S. CONSULATE, with immediate possession.
J. M. GUEDES.
Hongkong, 27th September, 1882. [1614

TO LET.

TWO GODOWNS at Wanchai near the Praya.
Apply to
LINSTEAD & DAVIS.
Hongkong, 19th August, 1882. [1525

TO LET.

NOS. 2 and 4, PEDDAR'S HILL.
No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 21st September, 1882. [34

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st October Next.

THAT LARGE and COMMODIOUS HOUSE, No. 14, Arbuthnot Road, at present in the occupation of Dr. FISHER.
Apply to
J. A. DE CARVALHO.
Hongkong 1st September, 1882. [1656

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.
Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [87

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1047

FOR SALE

GEORGE GOULET & Co.'S CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts...$17
Do. Do. 2 doz. Pints...$18
We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities
HOCK and MOSELLE,
from $9 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON
"GLENGARRY" OLD SCOTCH WHISKEY.
In Cases of 1 dozen Quarts, $9 per Case.

JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIS, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents.
Hongkong, 3rd October, 1882. [1846

A FONG,
PHOTOGRAPHER,
By Appointment has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire.
New Views of Amoy will be shortly Published, Mr. GRIFFITH being about to proceed there for a short stay.
A Studio for Portraiture is to be opened at that port during his visit.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
The new PROMENADE PORTRAITS are now taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDER BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALEE, by White of Cowes, as good as new.
For Particulars, apply to
J. M. ARMSTRONG,
1920] Auctioneer, Queen's Road.

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

NOTICE.

FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARETS of several qualities. Prices consistent with quality. We ship nothing common or inferior.
849] CUTLER, PALMER & Co.

AUCTIONS.

PUBLIC AUCTION.

AT the request of the OFFICIAL ASSIGNEE appointed in the Petition of POON TAT PONG, trading under the style of SAM HING, The Undersigned will Sell by Public Auction, TO-MORROW, the 18th October, 1882, at 11 A.M., at his Sales Rooms, Queen's Road,
The STOCK-IN-TRADE of SAM HING STULTZ.
Comprising:—
CLOTH, CASHMERE, FLANNELS, SERGE, MERINO, CRETONNE, White and Coloured SHIRTS, DAWSON'S BOOTS and SHOES, LINEN COLLARS and HANDKERCHIEFS, THREAD STOCKINGS and SOCKS, SILK and WOOL SCARFS, GLOVES, HATS, BRACES, PERFUMES, LINEN, TABLE CLOTHS and NAPKINS, TURKISH TOWELS, BATH TOWELS, SPONGES, MOSQUITO NETS, CARPETTING, &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 11th October, 1882. [1900

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, ON THURSDAY,
the 19th day of October, 1882, at 3 P.M., on the Premises,
IN 5 LOTS, THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES,
On the Praya, in Bonham Strand and Jervois Street.
By Order of the MORTGAGEES.
1st, 2nd, and 3rd Lots.—All that Piece of GROUND Registered in the Land Office as SECTION A of MARINE LOT No. 227, measuring on the North side 45 feet, on the South side 55 feet, on the East and West sides 76 feet. Held for 999 years, under Crown Lease dated 3rd January, 1879. Crown Rent $90, with the 3 SUBSTANTIALLY BUILT HOUSES known as Nos. 24, 25, and 26, Praya West, which will be sold in three separate Lots.
4th Lot.—All that Piece of GROUND Registered in the Land Office as the REMAINING PORTION of MARINE LOT No. 171, measuring on the North and South sides 14 feet, on the East and West sides 50 feet. Held for 999 years from 2nd October, 1866, with the SUBSTANTIALLY BUILT HOUSE known as No. 75, Bonham Strand.
5th Lot.—All that Piece of GROUND Registered in the Land Office as MARINE LOT No. 32c, measuring on the North and South 14½ feet, East 85 feet, and West 88 feet. Held for 999 years from 24th June, 1843, with the HOUSES known as Nos. 60, Bonham Strand, and 93, Jervois Street. Yearly Crown Rent £9.6.0.½.
For Further Particulars, Conditions of Sale and Plans apply to
SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagees,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 7th October, 1882. [1861

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, in lots to suit purchasers, on
FRIDAY,
the 20th October, 1882, at Noon, at the Hongkong Timber Yard, Wanchai.
An Invoice of about 220 M. feet OREGON LUMBER.
Comprising:—
LOGS and PLANKS, of Assorted sizes.
TERMS.—Cash on delivery and delivery to be taken with all faults within three days from date of sale.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th October, 1882. [1906

TO BE SOLD BY PUBLIC AUCTION, on
FRIDAY,
the 20th October, 1882, at 3 P.M., on the Premises, respectively,
By Order of the MORTGAGEE,
the following,
VALUABLE LEASEHOLD PROPERTY.
All that Piece or Parcel of GROUND Registered as THE REMAINING PORTION of INLAND LOT No. 206, measuring on the North and South respectively 53 feet, and on the East and West 30 feet 9 inches, held for the term of 999 years.
All that Piece of GROUND Registered as SECTION A of INLAND LOT No. 264, measuring on the North and South respectively 53 feet, on the East 6 feet 2 inches, and on the West 5 feet 5 inches, held for a term of 999 years.
All that Piece of GROUND Registered as SECTION B of INLAND LOT No. 263, measuring on the North and South respectively 55 feet, and on the East 41 feet 8 inches, and on the West 36 feet 11 inches, held for a term of 999 years.
On the above three Pieces of GROUND are erected the 6 HOUSES respectively known as Nos. 37A and 37B, Caine Road, and Nos. 1, 3, 5 and 7, Sin Hing Lane, Taipingshan.
For Further Particulars, Plan and Conditions of Sale, apply to
Messrs. SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagee,
or to
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th October, 1882. [1879

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEES to Sell by Public Auction, on
SATURDAY,
the 21st October, 1882, at 3 P.M., on the Premises,
All those Pieces or Parcels of GROUND Registered in the Land Office as the REMAINING PORTION of INLAND LOT No. 381, measuring on Queen's Road 28 feet and 1 inch, South side 28 feet, on the East 68 feet and 6 inches, on the West 61 feet and 6 inches; Also, SECTION A of INLAND LOT No. 698, Queen's Road, 6 feet, East side 61 feet, and on the West on INLAND LOT No. 698, measuring 31 feet. Together with the Two Newly and Substantially Built HOUSES on Queen's Road West, Nos. 72 and 74.
Particulars of Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 13th October, 1882. [1914

FOR SALE CHEAP.

THE CUTTER "PINAFORE," 40 feet by 11 feet, built 1869, Extra Timbers, Floors and Stringers double Planked and Copper Fastened 1881. 2 ton LEAD, 1 ton IRON, 5 ANCHORS, 4 CHAINS, OREGON PINE SPARS, all gear &c., good as new.
Address K. care of Office of this Paper.
Hongkong, 12th October, 1882. [1773

SUNSHING.
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.
NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUNSHING.
Hongkong, 1st May, 1881. [989

AUCTIONS.

PARTICULARS AND CONDITIONS OF SALE
OF
A VALUABLE LEASEHOLD PROPERTY,
Situate in
Scott's Lane, Queen's Road, Praya Central and Wing Hing Street, Hongkong.

TO BE SOLD BY PUBLIC AUCTION,
By Order of the MORTGAGEE, on the 24th day of October, 1882, at 3 O'CLOCK P.M., at the Premises,
By Mr. J. M. ARMSTRONG, Auctioneer.
All that Piece of GROUND situate between and abutting on to Scott's Lane, Queen's Road Central, Praya Central and Wing Hing Street, and also forming a Portion of Scott's Lane, registered in the Land Office as SECTION A of MARINE LOT No. 56, and SECTIONS E F and H of MARINE LOT No. 63, and SECTION A of MARINE LOT No. 63A. Together with the DWELLING HOUSES or SHOPS thereon now respectively known as Nos. 39, 39A and 39B, Praya Central, 135 and 137, Queen's Road and 19 MESSUAGES or TENEMENTS forming the East side of Wing Hing Street. SECTION A of MARINE LOT No. 56, is (with other Portion of the same lot) held from the Crown for the residue of a term of 999 years commencing the 25th of June, 1843, granted by an Indenture of Lease dated the 30th of April, 1863, subject to the payment of the yearly rent of $46.00 part of the yearly Crown Rent. SECTIONS E and F of MARINE LOT No. 63, are respectively held for the residue of terms of 980 years, granted by Indenture of Lease dated the 10th of May, 1882, at the yearly rents of $15.00 for Section E and $10.00 for Section F, and SECTION H of the same lot is held from the Crown for the residue of a term of 981 years granted by an Indenture of Lease dated the 9th of May, 1862, subject to the yearly rent of $2.74 part of the yearly Crown Rent. And SECTION A of MARINE LOT No. 63A, is held from the Crown for the residue of a term of 981 years commencing the 20th of December, 1881, granted by an Indenture of Lease dated the 4th of July, 1862, at the yearly rent of $252.47 part of the Yearly Crown Rent. ¼ of the purchase money can, if desired, remain on mortgage at 7½ per cent.
For Particulars of the Property and Conditions of Sale, apply to
C. EWENS,
Solicitor,
39, Queen's Road,
Hongkong.
Hongkong, 6th October, 1882. [1859

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia, from the 11th day of May to the 31st day of December, 1881; in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 23rd September, 1882. [1793

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th September, 1882. [1739

NOTICE TO MARINERS.

AMOY DISTRICT, No. 9.

KELLET SPIT BUOY.

NOTICE is hereby given that the KELLETT SPIT BUOY, which up to the 15th September was painted RED, but is now painted in RED and BLACK VERTICAL STRIPES remains in the same position as previously advertized, on the Northern edge of Kellett Spit, and vessels should always pass to the Northward of it.
(Signed) J. McLEAVY BROWN,
Commissioner of Customs.
(Signed) ALFRED WALKER,
Acting Harbour Master.
Custom House,
Amoy, 4th October, 1882. [1905

NOTICE TO SHAREHOLDERS.

CANTON INSURANCE OFFICE (1881) IN LIQUIDATION.

THE LIQUIDATORS having decided to PAY A THIRD DIVIDEND of $500 per SHARE (being on account of Capital and Reserve Fund) SHAREHOLDERS are hereby notified that the said sum will be paid them on their handing their Scrip Certificates to the Undersigned for endorsement.
F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD, }
Canton Insurance Office 1881.
Hongkong, 19th September, 1882. [1762

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers
CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1667

FOR SALE.

THE American Steamer
"INGEBORG,"
489 tons Register, Classed 3/3 L. I. I. in Veritas, and built at Gothenburg in 1873.
For Particulars, apply to
RUSSELL & Co.
Hongkong, 30th September, 1882. [1830

JOHN BALLEY WHITE & BROTHER'S PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [1719

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [27

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S.S., "MENELAUS." FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 21st inst., for shipment per steamer "PATROCLUS."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1882. [1898

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "MENELAUS"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Wanchai Godown Co.'s Godowns; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th October, 1882.
Goods undelivered after the 21st October, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1882. [1898

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA AND SAIGON.

THE Steamship
"CAMORTA,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th October, 1882. [1922

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Wanchai Godown Co.'s No. 4 Godown; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th October, 1882.
Goods undelivered after the 19th October, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th October, 1882. [1897

NOTICE TO CONSIGNEES.

BRITISH BARQUE "MARINA," CAPT. LANGLOIS, FROM LONDON.

CONSIGNEES of Cargo by the above Ship are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th October, 1882 [1918

FROM LONDON AND SINGAPORE.

THE Steamship
"GLENCOE"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before FIVE P.M., TODAY, the 11th October.
Cargo remaining undelivered after the 18th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 11th October, 1882. [1903

NOTICE TO CONSIGNEES.

STEAMSHIP "NIIGATA-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after TUESDAY, the 10th October, 1882, will be landed and stored at Consignees' expense and risk.
No Fire Insurance will be effected.
H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
Hongkong, 10th October, 1882.

I, the Undersigned, have this day opened a STORE at No. 8, Peel Street, lately occupied by N. M. Khamisa, and have for sale all kinds of MILLINERY, DRAPERY, and GENERAL EUROPEAN GOODS for Gentlemen, Ladies, and Children, for Summer and Winter.
SHAIKALLY FAZULLALLY.
Hongkong, 1st August, 1882. [1925

KELLY AND WALSH
Commence this day and will continue till further notice their
CLEARANCE SALE.
Everything in the Store except COMMISSION GOODS will be offered at a GREAT REDUCTION in PRICE.
Books will be subject to a discount of 20 %.
Music at a discount of 20 per cent.
Stationery, replenished with large shipments, ex recent arrivals, at a discount of 20 per cent.
Fancy and Leather Goods—discount 20 %.
Electro Plated Ware—discount 25 per cent.
Japanese Curios—discount 25 per cent. off Invoice Price.
A Consignment of Hoihow Ware in Cocoa Nut at Invoice Cost.
Japanese Photographs—cheaper than can be bought from native dealers in Japan.

SPECIAL LINES.

A First Class Cream Laid Business Envelope at $1.75 per mil or quantities of 5,000 or more at $1.50 per mil.
Foolscap Scribbling Paper—$1.75 per Ream of 480 Sheets.
Medium Quality Note Paper—suitable for Chits to Stores, &c., at 75 cents per Ream of 480 Sheets.
Boxes of Ropp Fancy Note Paper and Envelopes—40 cents.
Manila Cigars and Cheroots, best quality, Boxes of 500 at $9.00.
Quantities of 1,000 or more at $17.50.
Samples will be sent by, and fuller details may be obtained from
32] KELLY & WALSH—HONGKONG.

BRITISH NORTH BORNEO CO.

TENDERS for BUILDING GOVERNMENT OFFICES at SANDAKAN are invited.
Plan to be seen and all necessary information to be obtained on application to Mr. R. G. ALFRED, Surveyor, Queen's Road.
Sealed Tenders to be delivered to the Undersigned (who do not bind themselves to accept the lowest or any Tender) on or before THURSDAY, the 12th instant, at NOON.
BIRLEY & Co.
Hongkong, 10th October, 1882. [1890

FOR SALE.

4,000 Quarter Sacks Best Quality Baker's EXTRA FLOUR, "GOLD CASH" Brand, ex Steamer "COPTIC" in lot to suit. For Sale by
FUNG TANG,
36c, Bonham Strand.
Hongkong, 10th October, 1882. [1880

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [910

INTIMATIONS.

ROYAL ITALIAN OPERA.

THE DIRECTORS OF THE ROYAL ITALIAN OPERA COMPANY Beg to inform the community of Hongkong that they intend, about the Middle of December, to give a series of
SIX SUBSCRIPTION PERFORMANCES
AT THE
THEATRE ROYAL,
CITY HALL.

The OPERAS will be selected from the Company's repertoire of 27 works by the greatest composers, in accordance with the wishes of the public. The LIST is now on view at Messrs. KELLY and WALSH'S, where Seats may be secured.

The ROYAL ITALIAN OPERA COMPANY, which has been

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

BIRTH.

At Foochow, on the 28th September, the wife of F. G. HUBBE, of a son. [1803

MARRIAGE.

On the 10th October, at St. John's Cathedral, Hongkong, by the Rev. W. Jennings, M.A., Colonial Chaplain, EDWARD CAULFEILD COTTELL, eldest Son of the late Capt. James W. Cottell, H.E.I.C.S., to ANNE, Daughter of the late Hon. George Harker, of Melbourne, and Yarra Grange, Lilydale, Victoria. [1899

DEATH.

On the 8th instant, at Queen's Road, JOHN NOBLE. [1881

The Daily Press.

HONGKONG, OCTOBER 17TH, 1882.

VARIOUS official documents have recently found publicity which throw a great deal of light upon the relations between China and Korea. The revelations made go to prove both that the Koreans have leaned a great deal more upon China than was suspected, and that China has asserted her authority in a very decided manner. With the latter aspect of the question we have already dealt exhaustively, but the King of Korea's letter to Peking requesting the Imperial sanction to make treaties, suggests some fresh food for thought. The tone in which the King of Korea addresses the Emperor is naturally reverential; had it been otherwise, the publication would not have been authorised by the Peking Government. But there is in the request for the services of the Ambassador MAH and Admiral TENG a display of deference to Peking not anciently yielded to China, and at the same time it is made to appear that by this letter Korea first desired to conclude treaties and then appealed to Peking for permission to do so. Now we are well convinced that in this matter the Chinese Government took the initiative, and persuaded the Koreans that it would be for their interest to enter into treaty relations with the nations of the West. It is no secret that for some years His Excellency LI HUNG-CHANG has regarded the isolation of Korea as impolitic and as a not very remote possible danger to the Celestial Empire. The aggressive character of Russian policy, the difficulty experienced over the Kuldja question and the rectification of the Muscovite frontier in Manchuria have engendered in Peking a suspicion of Russian intentions on the Korean border that cannot be easily affeced. It may, however, serve the purposes of the Chinese Government to let it be thought that the desire for foreign intercourse in Korea was spontaneous. One reason for this may possibly be the desire that it should be imagined the Koreans were weary of Japanese dictation, and sought to introduce a counter influence by admitting Western Powers to the peninsula. Another motive, and that a very thinly veiled one, was the opportunity afforded to the Chinese Ministry to try and get some conditions inserted in these treaties which do not exist in those made by China with Western Powers, to which they might appeal when the time came for revision of those treaties. The bait took in the case of Commodore SHUFELDT. The gallant sailor proved no match in astuteness for the Grand Secretary LI HUNG-CHANG, and, apparently overpowered with the honour of being the pioneer treaty-maker in Korea, he readily agreed to the insertion of several clauses of an objectionable nature which secured for his work its summary rejection at Washington. It is stated in the King of Korea's letter to the Chinese Emperor that the treaty concluded by Admiral WILLES was on the same lines as that with the United States, "the variations between the two "being slight and unimportant." If this be the case, there can be little doubt that the treaty negotiated by the worthy Admiral will meet the same fate in England as that which befel the one concluded by his American brother in arms at Washington. The representatives of the Western Powers appear to have been absurdly eager to make treaties with Korea, and in their avid desire to be first on the field they fell into the trap carefully laid by the Chinese Government. No doubt the intentions of the latter were good enough, but it was to be expected that they would be particularly alive to the interests of the Ta Tsing Empire. The Western diplomatic representatives ought not to have been blindly led into agreements which might afterwards be quoted against their countrymen in China. It was really of little if any importance at all to foreigners whether Korea chose to come out of her shell or not; the advantages likely to accrue to the peninsular kingdom would be considerable, but to other countries the gain would necessarily be slender indeed, as the country is small, the population poor, and trade confined to a primitive system of barter. It was therefore not worth while to hasten matters or agree to stipulations not conceded to other Eastern States for the mere sake of being able to say that a new country had been opened to the commerce of the West.

We are requested by the Postmaster-General to state that no supplementary mail will be made up on board the *Coptic* to-day.

The Agent informs us that the Pacific Mail Company's steamer *City of Tokio*, with the next American Mail, left Yokohama for this port on the 13th instant.

The British steamer *Thales* came off the Slip at Kowloon and the Spanish steamer *Ramy* out of Kowloon dock on Sunday. The P. & O. steamer *Bangalore* was docked at Sam-shui-po on Sunday, and the British steamer *Hankow* at Kowloon yesterday.

The *N. C. Daily News* hears that Wenchow has been considerably alarmed by the comet, that celestial visitant being regarded as a fire portent. Some villagers regard it as having presaged a calamity that befel them soon after its appearance; a tiger having carried off one of their number, an aged woman.

We have received the first number of a new paper published at Macao in the Portuguese language, called *O Correio de Macao*. It is a diminutive weekly sheet containing two leading articles, home and general news, and a couple of advertisements. We read in it that it learns from home papers that over fifty Portuguese and two Frenchmen had been massacred by negroes at Dabu in Guinea, Portuguese Africa. We wish our young contemporary all success.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 14th October, 1882.

TRIAL OF ARABI BEY.—HE CHARGES THE KHEDIVE WITH COMPLICITY IN HIS ACTS.

Arabi before the Committee of Inquiry denied complicity with the massacres and burning of Alexandria and charged the Khedive with participation in his resistance from the outset.

POLICE COURT.

16th October.

BEFORE MR. H. E. WODEHOUSE.

OBSTRUCTIONS.

Wong Yik Hin and Ho Chin, of the Praya Central and Wellington street respectively, appeared, on remand, to summonses charging them with obstructing passengers in Bridges street, Tank Lane, Square street, and Hollywood road, on the 2nd instant, by placing quantities of stone and earth on the footway.

Mr. S. Noate proved the obstruction. He said the defendants had leave to use the path as they did while certain buildings were being erected in the places named, but the building operations had ceased for some months past and the materials were still allowed to encumber the path.

After an adjournment Mr. Noate reported that the obstructions had been removed, and the case was dismissed.

OBTAINING GOODS BY FRAUD.

Kwan Aluk, coolie, was brought before the court on a charge of obtaining goods to the value of $14 by means of false pretences, on the 15th inst.

The charge was proved and prisoner sentenced to six months' hard labour.

DR. BROWN'S CASE.

Dr. J. B. Brown was brought up, on remand, on the charge of stealing two pairs of scissors, a surgical knife, and other things from the residence of Dr. C. Clouth, on the 7th inst.

It will be remembered that the case was remanded for a week to enable the prisoner to get into a condition to make his defence, as he alleged he was but then emerging from a state of *delirium tremens*.

The prisoner made the following defence—I never stole the things. I called on Dr. Clouth to obtain aid from him. I had an interview with him for the space of a quarter of an hour, during which I explained to him my circumstances and my object. He said he would be very glad to render me any assistance he could after he had seen my papers. I went at his request to get my papers which I had at the Temperance Hall, and I returned with them shortly afterwards, and he was then absent. I waited for some time, but he did not come back. I had come in a chair, and the coolies were getting clamorous for their pay, and as I was not having any money, I took the things from his room and went out and pawned them, and paid the chair coolies with the money. After that I was on my way back again to Dr. Clouth's house to show him my papers when I was arrested. I must have been about an hour in Dr. Clouth's room waiting for the doctor to come back, and the coolies came upstairs into the room and demanded payment in loud tones. I did not inform anyone of how it was I had come to take the things after I had been taken into custody. The prisoner handed in a certificate relating to some legal proceedings in which he had been a defendant, and he told his Worship that that had been the cause of all his misery. He said also that he had numerous papers as to his previous history to corroborate the account he had given of his career on a previous occasion. He further expressed a wish to have the case tried at the Supreme Court, and maintained that no jury from Pekin to Peking would convict him of larceny. If he thought people considered he had been guilty of theft, he would shoot himself—that he, a gentleman, should thus degrade himself. He knew he had degraded himself, but never to the extent of committing a theft.

The case was remanded till to-morrow, the defendant being sent down to the Temperance Hall with a constable to get his papers.

BEFORE CAPT. H. G. THOMSETT, R.N.

INSOBRIETY.

Charles Dixon, an unemployed seaman, was charged with being drunk, refusing to pay chair hire, and assaulting a constable in the execution of his duty on Saturday last.

ROW IN A BROTHEL.

Robert Fisher, second officer of the British steamer *Lido*, was charged with having assaulted a Japanese prostitute named O'Matts, and damaged the furniture in her room to the amount of about $14, on the 15th inst.

The defendant went to the house of the complainant on Sunday night in an intoxicated state, and was refused admission on account of his condition. He forced his way in, however, and asked for drink. He was told there was none, and he then went into a room where there were two other men and women and cleared some glasses off the table. A row ensued and the furniture was smashed. The complainant was frightened, and got under a bed, but the defendant dragged her out, and kicked here in such a brutal manner that she is now suffering severely from the effects. The defendant did not get off lightly and the other two men must have given him a good thrashing, as his face was most hideously battered as he stood in the dock. He was got out of the house by the police.

The defendant admitted the charge, and said he was very drunk.

The case was remanded till to-day, a constable being sent in the meantime to examined the state of the complainant's room. The defendant was allowed out in his own recognisances of $20.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE HANKOW TEA TRADE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I think it a pity that so much has been made of the letter which appeared in the *St. James's Gazette* on the Hankow tea trade. Like the rest of the public, I am not interested in differences of opinion between yourself and your contemporary. The remark of the *China Mail* was nonsensical but harmless, and hardly worth a column of reply. The letter itself is, I think, unworthy of being taken notice of. Persons in Hongkong can hardly be expected to detect the writer, but, rightly or wrongly, it will be put down by everyone in Hankow and by most old residents at every port from Canton northward as the work of a gentleman who is neither engaged in nor "thoroughly acquainted with the tea trade," but who has been known from the time of Commissioner Yeh for his venomous attacks on foreign, especially British, merchants. It is as absurd to say that a person is thoroughly acquainted with the tea trade because he has been long resident at Hankow as it would be to say that a foreigner because he has long associated with opium importers, and it may be for a short time indulged in smoking the drug himself, must therefore be thoroughly acquainted with the opium trade. No doubt the person who is supposed to be the writer was actuated by good motives, as he must have been when he wrote the religious tract entitled "How to Die." He has also long been known as a person of considerable ability. Some eighteen years ago he was made to describe himself thus:

I'm five feet two or thereabouts,
And up to all your ins and outs;
For posing wits or solving doubts
Fast men may find me faster.

It is a strange thing about this gentleman that no one can recollect whence he came or can say whither he goeth. For the past twenty years, if not for much longer, he has remained apparently the same age, but whether that be twenty or sixty no one, from his appearance, can tell. It was once asserted that he is the person spoken of by Croly in his celebrated poem as "an unshaped kind of something first appeared." It has been thought by some that he is an emissary from a certain Anthrolly and is "doomed for a certain time to walk this earth." Anyhow the bitter spirit of sarcasm with which he is gifted has acquired for him the title of "the little wasp."

Of course some tea buyers may be guilty of shady practices—original sin, Sir, original sin, for, as the supposed writer of the letter once remarked at the Shanghai Debating Society, with a shrug of one shoulder, "we are most of us but lob-sided individuals;" but that the few first-class firms who still keep up houses at Hankow or the Shanghai firms who send tea tasters there for the opening of the season have been most unjustly slandered by the correspondent of the *St. James's Gazette* is beyond dispute, and it would be almost an insult to attempt seriously to defend them, at least in China.

Whilst I am ready to give the presumed writer credit for having exposed several abuses and accomplished much good in China, I would remind him that in a discussion he once had with a late well known land owner in the Model Settlement ("Tu quoque") he came off decidedly second best, and may do the same in this case. He has done his worst, let him draw in his sting now.—Yours, &c.

SHADE OF THE FRIEND.

Hongkong, 16th October, 1882.

CHINESE STAYS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the discussion which has been raised anent the above named article in the dress of Chinese ladies, I think I am in a position to throw some light on the subject. Some five or six years ago I had a conversation on the topic of tight lacing with a Chinese gentleman possessed of a good English education and thoroughly acquainted with the customs of Western nations. I asked him if Chinese ladies had no vice in their dress answering to that which European ladies indulge in, and, if I remember rightly, his reply was to the effect that a full bust was considered by Chinese unbecoming in a young girl, and if the development exceeded the limit suggested as proper by the ordinary standard of taste means of compression were used. If this be so, it would seem that the writer of "Chinese Jottings" exaggerated in speaking of the garment he mentioned as being ordinarily worn by Chinese ladies, and that "Barian" was wrong in supposing that such a garment was quite unknown in China.—Yours, etc., LACES.

Hongkong, 16th October, 1882.

FOOCHOW.

The rice-crop round Foochow has been very abundant this year, and correspondingly remunerative to the growers. There seems no doubt that there have not been such heavy crops for many years past.

It is reported that there are four panthers for sale in the country, which have been caught by the firewood cutters on the hills: $80 is the price demanded for them, but we imagine about half the sum named would lead to business.

During the last few days there has been great pressure for money among the native banks, owing to the dearness of silver in Shanghai among both merchants and bankers there. The principal cause of this stringency is the large unsold stock of silk, and the Foochow merchants at that port have been obliged to seek large remittances from this place.

The well known aversion of the "Buffalo of the country" to the foreigner (nearly equalling that displayed by the Native in former days) has been well illustrated by the narrow escape of a resident here from serious injuries from one of these animals during a walk towards the Reynard Alps, when he was charged, knocked down and trodden upon before he could make good his escape. All who know what the Buffalo is capable of, will rejoice at the fortunate outturn of an incident which might have had a most sad ending. The animal in question was not full grown, and hence, we presume, the comparatively little use he made of his formidable horns. Our readers will be relieved to hear that the offender has been bought and condemned to death for his savage attack and propensities.—*Herald.*

NEWCHWANG.

6th October.

The steamer *Leesmen* has arrived from Tientsin with a lot of machinery intended, we hear, for the Arsenal somewhere near Kirin. The big guns have not come yet. They are 18-ton guns, and I fancy 81 tons is a mistake, although the preparations for landing seem to denote that the heaviest pieces are expected. Small arms and ammunition in quantity have come during the season, and what with the forts in the neighbourhood, and on the coast, the province is decidedly getting into a state of defence. The French gunboat *Lutin* has been here and gone, but we don't know whether her visit was on account of the outrage on missionaries or not.

The port is filling with steamers and sailing vessels, and every effort is being made to ship away as much pulse, oil, beancake and produce generally, as possible, before the port is frozen up. Freights are looking up and good rates are obtainable; but laydays have to commence about the middle of the month. Whether charters are favourable compared with those effected in the south now we cannot tell, but as the new pense arrive the demand is sure to follow for tonnage. More than one charter has been made under conditions which we do not think are honourable to the parties concerned. One of the conditions in settling the rate is that the charterer shall before signing the charter-party, give the Captain fifty dollars or more, depending we suppose on the capacity of the vessel. The commission agent must admit to himself that under such circumstances the owner cannot expect such good earnings as he is entitled to, for even if the Captain gave the benefit of what he receives to his employer, the Chinaman would obtain more than the exact *quid pro quo* in the charter-party. It is not likely a merchant would connive at such proceedings and the business therefore will get into the hands of those who can by such *douceurs* induce a respectable shipmaster to forget the responsibility of his position and whose sole object seems to be to feather their own nests. Some say the custom exists at other ports. Two blacks, however, do not make a white, and to my unsophisticated mind such a thing, customary or not, deserves to be called by an ugly name.—*N. C. Daily News* Correspondent.

PEKING.

2nd October.

The M. A. examinations are over, and the students are hanging about the streets waiting for the result, which will not appear till the beginning of the ninth moon. There were in all 15,330, the largest number that has ever been known here. The Examination Halls are arranged for 10,000. A few years ago, a few additional hundreds were provided for by enclosing an extra piece of ground to the North, but even that addition was incapable of accommodating them, and hence a mat-shed was erected. The examiners are busy now inspecting the essays and selecting the best, but of such a large number of students, only some 300 or 360 can possibly obtain the coveted distinction.

A large and brilliant comet is now visible above the horizon in the S.E. just before sunrise. The principal Minister in the Foreign Office was the first to call attention to it. I suppose he was favourably situated for seeing it, coming out of or going into the Palace at that early hour. Some of the country people had also observed it. It may be the return of Halle's comet. The letter in one of your late issues on the comet, throwing doubt upon its existence, and suggesting a possible collusion between a star in Andromeda and the nebula, is altogether beside the mark. There is a *bona fide* comet to be seen by early risers.

I understand that the State Department at Washington has signified its approval of the action taken by Mr. Holcombe in the matter of the Rev. J. F. Crossett. We also hear from Chefoo, where the missionary in question now is, that his brethren there have grave doubts of his sanity. The failure to have him safely locked after is much to be regretted on his own account, as recovery under restraint was highly probable. Let us hope for the best.

The weather has been very cold here of late; the skies have been clouded for days, and considerable rain has fallen. Now it has again cleared up and the weather is milder and more like what we are wont to expect at this season. The thermometer at night has fallen already as low as 46°, and by day to 63°.

All the crops are not yet harvested; a large quantity is still on the threshing floors. The wheat is largely sown already, and is several inches above ground in many places. No more rain is needed here, and all that is wanted to secure a fine wheat harvest next year is a fall of snow in the winter and a shower or two in April. This year's millet crops have been good, and rice, flour, fruit and meal are cheaper—a great boon to the poor people.

The Dai In Kun, who has been for some time at Tientsin, is now said to have been removed to quarters in Pao-ting-fu, to where he will be more private and secure. The Korean King has sent an Embassy or Prince to ask for his redemption and return to Korea, but China does not deem it advisable to comply with this request—not at present at least.

Prince Kung is at present indisposed, and his physicians make out all sorts of maladies from the daily consideration of his pulse. If reports be true, his affection has nothing to do with these "pathways of the spirits"—the blood vessels in our bodies. The President of the Board of Civil Office is, we hear, so far recovered from his indisposition, under foreign medical superintendence, that he purposes resuming his duties on the expiry of his furlough.

Baron von Seckendorff leaves us to join in the meantime the German Consulate at Shanghai. His genial manners endeared him to our entire community, who deeply regret his departure. His leaving us is rendered all the more sad to him and his large circle of friends by the unexpected intelligence of the death of his father.

A large party of German naval gentlemen have arrived at the Legation and a similar party of British naval officers along with the Admiral are shortly expected at the British Legation. The new Japanese Minister and his family are expected about the middle of October.—*N. C. Daily News* Correspondent.

TEA BUYING IN HANKOW.

The *Mercantile Shipping Register* writes:—Are there not two sides to this question, and is this correspondent capable of judging who is in the wrong? May not the boot be on the other leg? Who, we ask, of all the nations of the earth, is so capable or so likely to practice a little fraud in the shape of submitting a good sample and supplying an inferior bulk as John Chinaman? Supposing the latter submits a sample of tea and takes an order for bulk at a certain corresponding price, and suppose on examination of the bulk when delivered it is found to be an entirely different article, is not the merchant entitled as in every other business transaction all over the world to demand a reduction in price equivalent to the depreciation in value? The Chinaman, if he does not like this, can have his goods back. But does he ever do so? No, he prefers the reduction in price, for which he is well prepared, and a very sensible man, too. The reason given for his doing so is too serious to be for a moment entertained on the mere dictum of an anonymous correspondent. That dishonest, or would-be dishonest merchants exist in Hankow as elsewhere we should not care to deny; but that all the foreign merchants are deliberately banded into a "kind of trades' union," to be "unscrupulous" and "regardless of truth," and back each other up in swindling, is an assertion that bears its contradiction on its face. Were such a thing possible one of two events would inevitably result. On the one hand the Chinamen would have no scruple in promptly either ruining or bringing to reason those who practice "this persistent swindling," by banding themselves into a "kind of trades' union," to sell to none of the ring except at an advance of perhaps ten per cent. Or on the other hand, one of the tea buyers, a foreigner for choice, would inevitably find it worth his while to turn honest and make a fortune in a season by buying up all the tea from the "miserable dupes of an elaborate system of fraud." As to the "management" of the weighing, we fancy Mr. Pigeon-English is quite able to look after himself. What about earth, stones, and old iron in the centres of the boxes? Really there is quite enough knavery and trickery about in trade without such attempts to make things worse than they are. There are plenty of Englishmen unfortunately who seem to take a special delight in believing any canard about their own countrymen; but an influential and widely-circulated paper does ill-service to the nation in giving currency to such startling revelations which are, in the eyes of those who know, mere ridiculous mare's nests.

Thames Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] [631

COMMERCIAL INTELLIGENCE.

MONDAY, 16th October.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8⅞
Bank Bills, at 30 days' sight 3/8⅞
Bank Bills, at 4 months' sight 3/9⅛
Credits, at 4 months' sight 3/9⅛
Documentary Bills, at 4 months' sight 3/9⅛

ON PARIS.—
Bank Bills, on demand 4.69
Credits, at 4 months' sight 4.79

ON BOMBAY.—Bank, 8 days' sight 225

ON CALCUTTA.—Bank, 8 days' sight 225

ON SHANGHAI.—
Bank, sight 72⅞
Private, 30 days' sight 73½

SHARES.

Banks have been done to-day at 146 per cent. for the end of the year. Sugars at $195 for the end of the month; Luzons at $108½ and $110 for cash and $110, $111 and $112 for the end of the year. Hongkong Fires and China Fires are wanted at $1,050 and $330 per share respectively and Steamboats at $29 premium.

Hongkong and Shanghai Bank Shares—140 per cent. premium.

Union Insurance Society of Canton—$1,600 per share.

China Traders' Insurance Company's Shares—$1,550 per share.

North China Insurance—Tls. 1,225 per share.

Yangtsze Insurance Association—Tls. 850 per share.

Chinese Insurance Company—$245 per share.

On Tai Insurance Company, Limited—Tls. 143 per share.

Canton Insurance Office, Limited—$80 per share.

Hongkong Fire Insurance Company's Shares—$1,050 per share.

China Fire Insurance Company's Shares—$330 per share.

Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$29 premium.

Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.

Hongkong Gas Company's Shares—$82 per share.

Hongkong Hotel Company's Shares—$107 per share.

China Sugar Refining Company, Limited—$195 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—$110 per share.

Hongkong Ice Company's Shares—$152½ per share.

Hongkong and China Bakery Company, Limited—$60 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—2 per cent. prem.

Chinese Imperial Loan of 1881—2½ per cent. prem

CHARTERS EFFECTED.

The following settlements are taken from Messrs. STEIL & LAMKE's Freight Circular:—

Ashton—American bark, 939 tons, to New York, private terms.

Phineas Pendleton—American ship, 1,390 tons, to New York, private terms.

Lightning—British ship, 1,623 tons, Cebu to New York or Boston, private terms.

Ida—German ship, 1,298 tons, Newchwang to Swatow, 25 cents per picul, to fill up at Chefoo, 17 cents per picul, 35 lay days.

Helen—British bark, 433 tons, Newchwang to Hongkong, 25 cents per picul, 28 lay days.

Edw. May—American bark, 907 tons, Saigon to Hoilo, $3,000 in full, 30 lay days.

Billy Simpson—British bark, 492 tons, to Cebu and back, $2,050 in full.

Phœnix—German steamer, 788 tons, Saigon to Hongkong, $2,500 in full, 8 lay days.

Nona—German steamer, 660 tons, Saigon to Hongkong, $2,000 in full, 8 lay days; Saigon to Hongkong (re-charter), 11 cents per picul, 8 lay days.

Meath—British steamer, 1,071 tons, Saigon to Hongkong, 11 cents per picul, 6 lay days.

Crusader—British steamer, 697 tons, Saigon to Hongkong, $2,500 in full, 8 lay days; Saigon to Hongkong (re-charter), 12 cents per picul, 7 lay days.

Atalanta—German steamer, 784 tons, Saigon to Hongkong, 11½ cents per picul, 7 lay days.

Glenelg—British steamer, 894 tons, Saigon to Hongkong (re-charter), 12 cents per picul, 7 lay days.

Carlos—German steamer, 760 tons, Saigon to Hongkong, $2,500 in full, 8 lay days.

Denkera—German steamer, 1,219 tons, Saigon to Hongkong, settled at Saigon, 12½ cents per picul, 9 lay days.

Baumwall—German steamer, 1,261 tons, Saigon to Hongkong, settled at Saigon, 13 cents per picul, 9 lay days.

Norden—Danish steamer, 778 tons, Saigon to Hongkong, settled at Saigon, 12 cents per picul, 8 lay days.

Beulah—British steamer, 1,000 tons, Bangkok to Hongkong, $4,250 in full.

C. T. Hook—British steamer, 902 tons, Bangkok to Hongkong, $4,000 in full.

Titus—German steamer, 573 tons, to Chefoo and back via Newchwang, 25 cents per picul, 13 lay days.

Norden—Danish steamer, 775 tons, Swatow to Singapore, $3 per head.

Vorwaerts—German steamer, 511 tons, monthly charter, 3, 6 & 9 months, $3,500 per month.

Aigun—British steamer, 749 tons, monthly charter, six months, $4,150 per month.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 14th.

Barometer—9 A.M.	30.160
Barometer—1 P.M.	30.096
Barometer—4 P.M.	30.74
Thermometer—9 A.M.	78
Thermometer—1 P.M.	81
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	75
Thermometer—1 P.M. (Wet bulb)	78
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	81
Thermometer—Minimum (over night)	74

CHINA COAST METEOROLOGICAL REGISTER.

October 16th.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	30.05	30.19	30.00	30.03	30.08	30.10	30.09	29.97
Thermometer attached	80.0	80.0	84.0	74.0	72.0	69.0	83.1	84.5
Direction of Wind	N	N	NE	W	ESE	E	WSW	SW.
Force	4	4	1-2	1-2	4	0	2	2
Dry Thermometer	79.0	79.0	74.0	74.0	72.5	68.5	82.0	87.8
Wet Thermometer	70.5	71.5	72.0	69.0	68.0	65.5	79.0	78.8
Weather	b.c.	b.c.	b.c.	b.c.	b.c.	c.	b.c.	b.c.
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundredths.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points. N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. W. Red, threatening. V. Visibility. Y. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon to noon) are recorded from 1 to 24, and the quantity of water fallen collected to inches, tens and hundredths.

NEWS FOR THE ENGLISH MAIL.

SIR JOHN POPE HENNESSY'S MISREPRESENTATIONS.

From a pamphlet report of the speech of Sir JOHN POPE HENNESSY in reply to the address presented to him on the 28th July by a deputation of persons interested in the abolition of the Contagious Diseases Acts, which came to hand by the French mail on Saturday, we glean fuller particulars of what His Excellency said on that occasion. We do not wish to travel over old ground or reiterate contradictions of Governor HENNESSY's misrepresentations, but the peroration of his speech as given in the pamphlet before us certainly should see the light in Hongkong, and we reproduce it here in order that we may deal with the assertions contained therein. He says:—"I have been asked to explain "the curious and distressing fact that Christianity is declining in China. I think it "is declining mainly on account of the "treaties we have forced upon the Chinese; "but I will frankly tell you it is declining "also because they see these girls registered "in such houses 'for Europeans' and made "practically slaves under our flag. And it "is not merely as it affects the Chinese mission, but it has a political effect which the "members of Parliament present will understand. That Colony was established to "influence China, to make in the far-off part "of Asia a great nation friendly to England, "apart from the commercial advantages "which have followed, it was to be an ally of "England. But China is in great uncertainty now. Can China ally herself to "England. Statesmen there ask themselves "this question. They look to the opium "smuggling of Hongkong, and when they "also see a system established which cuts to "the root of the domestic life of the Chinese "and the purity of the home, they do not like "the flag under which such things are done. "I will only say to you that it is our duty—"the duty of public men, to secure for England a staunch and faithful ally in Asia. "That can be done. It can be done if we "treat the Chinese Government with ordinary fair play and justice; if the local laws "and the departments of the local Government set a good instead of a bad example, "if we place Her Majesty's Chinese subjects "in Hongkong on an equal footing with the "other inhabitants of the Colony." The foregoing statement is, we unhesitatingly assert, a string of falsehoods and unsound deductions, of which the speaker must have been perfectly well aware. Passing over the unseemliness of a British official talking about "the treaties we have forced upon the Chinese," there can hardly be a greater imaginable rubbish than to suppose that the brothel system in the small Colony of Hongkong has anything to do with the rise or decline of Christianity in China. This assertion would not impose upon the merest griffin in the Far East, though it might chime in with the views of the persons who listened to it. Sir JOHN POPE HENNESSY can talk glibly about slavery in Hongkong now, but what did he ever do to put a stop to it whilst he administered the government here? Moreover, he is guilty of most disingenuously trying to make it appear that the only slaves in Hongkong are those who fill the European frequented brothels. Anything meaner than this could not be conceived, the object being only too evident—to throw discredit upon the British and foreign community. The real truth is, and Sir JOHN POPE HENNESSY ought to know it as well as any one, that in the brothels for Europeans there has never been much chance of the abuses that prevailed in the houses resorted to exclusively by Chinese, because the inmates had much better opportunities of ascertaining their true position before the law. As for the political effect of the system on which the ex-Governor dilates, it is purely imaginary. Neither is Sir JOHN correct even when he asserts that the Colony of Hongkong was established to make China friendly to England. It was established partly as a naval station and partly as a depôt for British trade, when the British merchants were driven out of Canton. It was hardly likely that England would seize a Chinese island for the specific purpose of cultivating friendship with China. Had that been the object for which Hongkong was acquired, the island would have been rented from the Chinese Government. It was stern necessity and the unfriendly attitude of the Chinese Government of that day that impelled England to take Hongkong. There is, however, no more reason why we should not be friendly with China because we hold Hongkong than that we should be at issue constantly with Spain because we retain Gibraltar. There are unpatriotic persons in the United Kingdom who urge the surrender of both possessions; we should imagine Sir JOHN POPE HENNESSY belongs to the number. The childish nonsense which follows is only what might have been expected from such a quarter. According to Sir JOHN POPE HENNESSY, the Chinese Government hesitates to embrace an alliance with England because of the opium smuggling and brothel system here. But why should such an alliance be desired at all? To what end? We wish to continue friendly with China, but is Great Britain prepared to bind herself to a country under mandarin rule, whose policy no man can predict, and whose interests and ideas may at any moment conflict with those of a civilised State?

CORK VILIFICATION OF THE HONG-KONG COMMUNITY.

The article from the *Cork Constitution*, of which we gave some excerpts made by a London contemporary, is a tissue of the most outrageous falsehoods and misstatements. In the art of "buttering" the Cork papers probably have no rivals, and when the object is an old fellow townsman who is noted for his proficience in defiantly trailing his coat, it perhaps is not surprising that the oleaginous article should have been laid on unsparingly. It should, however, be a source of regret, even to Sir JOHN POPE HENNESSY's friends, that the song of praise should have been sung with such a reckless disregard of truth. Probably the ignorant writer of the article is perfectly free from blame, but the persons who supplied him with the information (save the mark) merit the severest condemnation. Even on the question of such a small detail as the population of the Colony, the writer in the Cork paper is sadly out. He puts down the Chinese at 120,000, whereas by the last census it was shown they exceeded 150,000; similarly he gives the European population at less than 2,000, while the census returns show they number 3,040. Then he repeats Sir JOHN POPE HENNESSY's favourite and oft-repeated statement, that the Chinese pay 95 per cent. of the taxation of the Colony. This is certainly not the fact now, nor do we believe that it ever was true. In the next sentence it is stated that the condition of the Chinese before the advent of the late Governor was "deplorable." The article proceeds:—"In all that concerned the "Colony, its sanitary condition, its public "works, its laws and ordinances, the Chinese "were as helpless as so many cattle. Even "their own ancient and harmless rites and "customs, which were to them as the breath "of their nostrils, were rudely and arbitrarily altered without the slightest attention "or respect to their wishes. The real governors of the Colony were not the officials "appointed by Downing-street, but a small "uncultivated clique of local English, German, and American traders, who were incapable, even were they desirous, of comprehending the waste of the large Chinese "population around them, to whose existence their own prosperity was due." This is all absolutely false. The condition of the Chinese has always been so good that the population has gone on steadily increasing ever since the foundation of the Colony. Had they been treated as described by the writer in the Cork journal the Chinese would not have flocked to this island in such numbers. They came of their own free will and they are equally free to depart. They would long since have left if their condition had really been "deplorable." It is because the administration here is so immeasurably superior to that on the mainland that they have settled here. Their rites and customs can be carried on here with almost equal freedom to that prevailing in China, the only exceptions being that, on account of the density of the population and the want of open spaces, the promiscuous firing of crackers and the erection of matshed exhibitions is not freely permitted. But the want of this permission is not felt as a hardship by the Chinese house-holders and property owners, who are well aware that it is withheld in the interests of the public safety, and from no race prejudice or desire to impose any disability upon them. The same arguments apply to the light and pass system, which all respectable Chinese rightly regard as a great safeguard against burglars and other criminals. The statement that the Colony is governed by "a clique of local English, German, and American traders" is so ridiculous that it is only worthy of contempt. This, like other Crown Colonies, is really ruled by a Governor, checked by the Authorities in Downing-street. The share the colonists have in the administration is purely confined to the power allowed to the unofficial members of the Legislative Council of criticising the measures introduced in that body. The residents have no vote, and no choice even in the selection of the unofficial members. If the *Cork Constitution* was unaware of this fact the unscrupulous person who inspired its turgid article must have been aware of it. We might go on tearing to tatters this precious effusion, but, it may be asked, *cui bono?* Even the good people at home, who trouble their minds so little about the affairs of the distant dependencies of the Empire, know better, we trust, than to credit the flagrant misrepresentations of the *Cork Constitution*. The infamous libels upon the Government officials and the British and Foreign community here are worthy only of a Fenian organ whose hatred of the Anglo-Saxon finds some relief in vilifying him on all possible occasions, especially when it is the exaltation of such a bitter Anglophobist as Sir JOHN POPE HENNESSY, whose appointment

wharf at Canton at 2.15. The return journey was commenced at 2.25 and the vessel came alongside the wharf at Hongkong just as the clock struck ten. At 2.27 the *Ichang* was passed on her way up.

With the exception of the defective steering power of the vessel, which can easily be put right, the results of the trial were entirely satisfactory, and the shareholders may congratulate themselves on the acquisition of a vessel so admirably adapted for the trade, as she is likely to prove a source of profit to the Company and certainly of comfort to passengers.

After tiffin toasts appropriate to the occasion were given.

The CHAIRMAN (Hon. E. R. Bellios) said—Gentlemen, I have the pleasure to propose the health of our shareholders. It is *en règle* to vote thanks to directors and secretaries at public meetings, but it is an undoubted fact that the success of a Company depends mainly on the shareholders. It has frequently happened that shareholders, by giving business, made the money, and the directors lost it. (Laughter.) Had it not been for some firm shareholders who adhered to us throughout our career, we would not have been in a position to-day to celebrate our success at this festive board. We have often had the pleasure of meeting you on business at the Company's office, and it is a source of gratification to us to meet you at this entertainment to-day. In this excursion we have combined business with pleasure. I need not dilate on the capabilities of this steamer. It is a great satisfaction to us to observe that our hopes have been realized. In this vessel we have all we require. She is a comfortable and a fast boat. I have received the following information from the Government Marine Surveyor, who is a passenger on this excursion with us. (Applause). He has devoted his time and attention to obtaining the particulars of the working of the *Hoisan's* machinery. The engines which were constructed to drive the steamer 15½ knots per hour, indicate a collective horse power of 2,540, their nominal horse-power being 500. The greatest speed attained during the voyage was taken in my presence by the running log, which gave 15½ knots or 17.84 statute miles. This is through the water; that is to say, if we had had the tide in our favour our speed would have been much better. It is true she has cost us a large sum of money, close upon $300,000, but it is a consolation to know that we could not have acquired a similar craft for a lesser amount anywhere. (Applause.) We wanted a desirable steamer and to obtain one we went for it to the best market, in fact a market which is sought by almost the whole world whenever the object is a first class vessel. Her success and the success of the Company generally will depend on your co-operation and support, which for your own sake you will, I have no doubt, always continue to extend to us. (Applause). It has been repeatedly urged that shipping associations are better managed by a firm. In our experience we have found it otherwise. As an independent Company we have done better. I trust in your own interest you will allow it to continue as such for all time to come. Gentlemen, "Our Shareholders."

Mr. GRANVILLE SHARP replied. He said—Mr. Chairman, it was said in old times, "speed without pains a horse." I am afraid that, with the exception of a few of our young friends round about me who seem to the saddle born, we would have presented a miserable appearance if we had attempted to do the journey to-day on horseback. But for speed without pains and with a considerable amount of solid comfort commend me to the steamer *Honam*. (Applause.) These are days of steam, and we worship those whose names are associated with its earlier history, and we praise those who by its means have been enabled to carry British intervention to a successful issue. (Applause.) But, Sir, where would have been the inventive genius of Watt, or the marvellous mechanical combinations of Stephenson, or the grand conceptions of Brunel without the ways and means? And where even would have been Lord Wolseley and Lord Seymour without the sinews of war? From whence, gentlemen, come the ways and means and the sinews by which this magnificent steamer has been obtained. They do not come from a few geniuses among men. I think they are provided by the patient toil and industry and enterprise of a large number in our midst. They do the work, they save the dollars, they invest them carefully—and what are the grand results? (Applause.) I say, Mr. Chairman, that the smallest shareholder in this Company is engaged in one of the most wonderful movements of the present age—(laughter and applause)—the value and effects of which in the civilization of the world cannot possibly be overrated. I mean steam communication. We are on the borders of a country which is the last representative of an exclusive selfish system. China is determined to remain isolated from the world, but I have strong hopes that we may get into China, Sir, by Canton—(applause)—by the manifestation of the superiority of Western appliances, whilst we may fail ever to get into China by diplomacy at Peking. (Applause.) What we want, Sir, is to teach the Chinaman to adopt improved means of intercommunication. (Applause.) That will be a cure for the grand vice of China, the grand vice of cheap labour, and until that is cured by the labour markets being opened up in various parts of the empire, where men after harvest time can go and employ their labour instead of working for merely nominal wage, because they cannot reach the labour market—I say, Sir, that whilst people after harvest and the completion of their sowing operations cannot go to a market where labour is required, and while they are willing to work for two and three cents per diem, the products of Manchester and Bombay will never hold their true position in the empire of China. I am glad, therefore, Mr. Chairman, that you have been so good as to propose the health of the shareholders, the bone and sinew, the back bone and mainstay of this corporation. And I trust they will go on in the way in which they have begun, encouraging their directors in the work which they have undertaken. In conclusion, Mr. Chairman, I have the very pleasing duty confided to me of proposing the health of the Directors and Secretary of the Hongkong, Canton, and Macao Steamboat Company, Limited. (Applause). I have alluded, Sir, to the success of our arms in Egypt. That success has been attained by a due admixture of discretion with valour. I think our directors have also combined these two qualities. (Applause). We can all look back to the times when the departure of the morning steamers for Canton was one of the standing amusements of the day, owing to the virulence of the opposition of the companies, their commanders, and staffs; but they were wise enough to recognise that each had power to do the other irreparable injury, and they wisely, and cleverly, and with that tact for which they have been wonderfully distinguished, laid their heads together and appropriated the whole profit to the benefit of the shareholders. I think we have to especially thank the Directors for this manifestation of their wisdom, and I have great pleasure in proposing the health of the Directors and Secretary of this Company."

The toast was drunk with loud cheering.

Mr. DA COSTA, the Secretary, who was received with loud applause, said—Gentlemen, it is not in my power to follow Mr. Sharp in his long and very eloquent dissertation on the history of the steam engine, the advantages of steam communication, the cheapness of Chinese labour, and the other questions which he has so fully alluded to. Mr. Sharp having kindly associated my name with those of the directors I beg—(Here Mr. Fleming objected to Mr. da Costa speaking, but was instantly overruled by the company and Mr. da Costa proceeded)—I beg to return thanks for the kindness with which the toast has been proposed and received. (Applause.) Mr. Sharp very properly ascribed to the directors the success of the Company and praised their good policy in bringing about the arrangement with the opposition. Certainly to the directors is due the credit. The names of Richard Deacon, Adolph André, William Keswick, as well as those of the present directors, Mr. Bellios, Mr. Reiners, Mr. McIver, and Mr. Johnson, are identified with the history of this Steamboat Company. As for my humble self, I have been only acting as the steersman, putting the helm to port or starboard as directed. (Hear, hear.) I trust I have done my duty, but I deserve no especial credit. While conveying to Mr. Sharp the thanks of the directors and expressing my own for his kind sentiments towards us, I beg leave to express the hope that the time is near when steamboats bearing the flag of our Company shall traverse the inner waters of the Kiukiang. Considering that while we are allowed to ascend the Pearl River only as far as the City of Canton the Yangtze-kiang is traversed to the extent of hundreds of miles, I have no doubt, gentlemen, you will not think me too sanguine in my expectation of the expansion of our field of enterprise. The advancing current civilization will surely break through the barrier of Chinese conservatism to which Mr. Sharp has alluded. Let us hope, therefore, that we may yet be present at trial trips of steamers of this Company intended to ascend the waters of the Kiukiang in all its branches up to the confines of the Kwangtung province. (Loud applause.)

Mr. REINERS—Gentlemen, I have a very pleasing duty to perform, that is, to ask you to drink the health of the employés of our Company. (Applause). The directors and secretary come in very often for thanks at the public meetings of the shareholders, so we should not permit this occasion to pass without recording our approbation of the services of our staff. (Applause). The captains, engineers, officers, pursers, the compradores and shroffs, and the general body of servants deserve thanks at our hands. (Applause.) A good deal of our prosperity depends on the assistance they render to us. They have rendered us that assistance in the past and they doubtless will do so in the future. The Company cannot fail to be successful while we have such steady, careful, honest, and hard-working men in our service. (Loud applause.) Gentlemen, you are no doubt aware we are about to entrust this our beautiful flag-ship to the care of Captain Benning, senior. (Loud and continued applause.) We hope with tact and good management he will make her popular and uphold her reputation, and by doing so uphold the credit of the Company. Gentlemen, happiness and prosperity to our staff.

The toast was drunk, coupled with the name of Captain Benning.

Captain BENNING, who was warmly received, said—Mr. Chairman and gentlemen, I am very much obliged to you, Mr. Reiners, for the terms in which you have proposed the health of the employés of the Company, and to you, gentlemen, for the way in which you have received the toast. As I am the only one here I return thanks for the whole of them. As a popular speaker I am not a success. All I can say is I thank you, gentlemen, for drinking my health, and I will strive to merit your approval by running the steamboat. To-day has been rather a trying day. She is a fine ship. She has answered all expectations with regard to speed and comfort, with one little defect in her steering power, which can easily be remedied. I had some little difficulty in getting her to Canton, but finally we succeeded, and I am glad we are so far on our way back, for at one time I thought we would get stuck in the mud. All I can say, gentlemen, is that I thank you all for drinking my health. (Applause.) I propose the future success of the steamer *Honam*.

The toast was duly honoured.

The CHAIRMAN—Gentlemen, last, but not least, we should not separate to-day without drinking a toast which you will agree with me is a most appropriate one for the occasion. (A voice—Sir John Pope Hennessy. Cries of "No, no," and laughter.) I propose that we drink the health of our absent friends and our supporters. We could not have achieved much had we not had good supporters—houses that stuck to us in bad and in good times. No General in the universe can lead an army to victory unless he is supported by a body of good soldiers, nor could we have acquired success had we not been backed up by friends in Hongkong, Canton, and Macao. Amongst these I include the Viceroy of Canton, the Governor of Macao, and the gentlemen in the Customs Service of His Imperial Majesty the Emperor of China. These friends have never been wanting to lend us a helping hand whenever their aid was necessary to surmount difficulties, and they have always been kind and courteous to us. It is a matter for great regret that we cannot entertain them here to-day. There were reasons for our not doing so, among which the most important is the limited saloon accommodation at our disposal. Our friends and supporters are so numerous that it would have been impracticable to have asked them all; nor would it have suited us to ask one and exclude another. It is one thing to call friends and huddle them together. It is another thing to invite friends and make them comfortable and happy. (Applause). The latter was impossible for us to do, consequently we were compelled to give up the idea of issuing a general invitation with great reluctance. However, we trust they will take this will for the deed and continue to befriend us in the future as they have always done in the past. (Applause.) Gentlemen, three cheers for our absent friends and our supporters.

This concluded the toast list.

Mr FLEMING rose to speak and the Chairman, who was leaving the table, resumed his seat. Mr. Fleming's remarks were for the most part inaudible, but he was understood to say that with many things that had been said he did not at all coincide.

UNION INSURANCE SOCIETY OF CANTON.

An extraordinary general meeting of the shareholders of the Union Insurance Society of Canton was held at the Company's Office, Hongkong, on the 3rd inst. There were present Messrs. H. Hoppius, F. D. Sassoon, H. L. Dalrymple, W. H. F. Darby (Directors), H. G. James, J. H. Cox, A. Coxon, A. Wemyss, J. Macgregor, C. U. Stuart, A. da Silveira, and Douglas Jones (Acting Secretary).

In the absence of the Chairman of the Company (Hon. P. Ryrie), Mr. DALRYMPLE moved that Mr. Hoppius take the chair, which was carried by acclamation.

The Secretary read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, the notice just read explains the purpose for which we are assembled here to-day, and I have accordingly now the pleasure of proposing that the resolution passed at our last extraordinary meeting on the 18th September be confirmed, namely, "That this Society now registered under the Companies Ordinance No. 1 of 1865 as an unlimited Company, be registered under the Companies Ordinances 1865 to 1881 as a Company Limited by shares."

Mr. JAMES seconded.

Carried *nem. con.*

The CHAIRMAN—That is all the business, gentlemen. I have to mention, as you have been already advised by circular letters, that certain alterations in our articles of association appear desirable in connection with the new constitution of our society, and therefore you will shortly be asked to come here again to pass resolutions to that effect. I thank you for your attendance.

The following is the report for presentation to the shareholders at the ninth ordinary meeting, to be held at the Society's Offices, at three o'clock p.m., on Friday, the 27th instant:—

The directors have now the pleasure to submit to the shareholders the report of the business of the Society for the year 1881, and for the six months *ending 30th June, 1882.*

1881.—The net premium collected for the year after deducting returns and reinsurances, amounts to $938,339.72.

After providing for the payment of an interim bonus and dividend as declared in May last, and adding the usual proportion to the reserve, thus appropriating $326,103.73, there remains a balance at credit of $164,271.20 as per annexed statement of working account.

The directors now propose paying a second interim bonus of 5 per cent. on contributions, a second interim dividend of $30 per share, and to place $6,524.45 to the reserve, which will then stand at $423,745.50. This will absorb $65,303.08 leaving a balance of $98,968.12, and as there are liabilities and claims still pending the directors propose carrying this sum forward to be dealt with hereafter.

1882.—The position of the Society for the present year as far as can be ascertained is as follows:—

Balance of working account to 30th June	$352,127.36
Estimated premium earned since, less reinsurances, returns, and charges	260,000.00
	$612,127.36
Deduct losses and claims known to date	312,000.00
	$300,127.36

At an extraordinary meeting of shareholders held at the Head Office on the 18th September last it was unanimously resolved to convert the Society into a Limited Company, which resolution was confirmed on the 3rd instant and the necessary steps are now being taken to carry this into effect.

DIRECTORS.

In accordance with clause 109 of the articles of association, Messrs. P. Ryrie and F. B. Johnson retire, but offer themselves for re-election.

AUDITORS.

Messrs. J. H. Cox and A. Wemyss retire, but offer themselves for re-election.

By order of the Board,
DOUGLAS JONES, Acting Secretary.

THE NORTH-CHINA INSURANCE COMPANY.

The ninth ordinary meeting of the shareholders of the North-China Insurance Company was held at the Head Office, Shanghai, on the 9th inst. Present:—Messrs. E. H. Lavers (Chairman), F. H. Bell, D. Brand, J. A. Hewes, H. E. Hearn, and A. G. Wood—Directors; R. Horne Boyd, A. J. M. Inverarity, W. Pardon, A. F. Thompson, J. A. Taylor, A. C. Westall, J. M. Young, L. Mendel, H. T. Wade, E. Taumeyer, W. H. Macomber, E. Burmeister, W. G. Bayne, and H. S. Morris, Secretary—representing 456 shares.

The SECRETARY having read the notice convening the meeting, and the minutes of the eighth ordinary meeting, held on the 14th of April last, which were adopted,

The CHAIRMAN said—Gentlemen, I have to congratulate you upon the satisfactory position and working of the Company's business for the half year ending 30th June last, the results of which are clearly shown in the Directors' report and balance sheet, which have been in your hands for some time; and with your permission we will take them as read. You will observe that the premia collected for the six months amount to very nearly Tls. 580,000, showing an increase of Tls. 34,000 over the corresponding half year of 1881. The losses and claims paid up to the 30th June amount to Tls. 30,645, or Tls. 25,000 less than for the corresponding half year of 1881. Since then I regret to say that we have paid, and we know of, claims amounting to Tls. 155,000, including the loss of the *Fleurs Castle*, from Hankow to London, wrecked on that fatal spot—Cape Guardafui. Our loss on that vessel was a full line—namely, £20,000. We have made up a memorandum, to date, of the losses that we are aware of, and as I said just now they amount to nearly Tls. 155,000. There is nothing further for me to say about the half year of 1882; but now I will refer to 1881. The balance at credit is Tls. 97,0[illegible] the risks are nearly run off; and before [illegible] of the year we shall be in a position to wind up the Company's business for that year, and we shall put before you presently a resolution asking the shareholders to authorize the Directors to settle the accounts for that year without calling a special meeting for the purpose. Referring to the minutes just read, and to the claim against the lightning in reference to a fire in the docks at Hong Kong, I may tell you that the case has been tried, and the underwriters are held liable; so that our claim falls to the ground. Owing to the absence of Mr. Lindsay, one of the auditors of the Company, Mr. Peter Maclean was called in to assist Mr. White in auditing the balance sheet. I have nothing more to say with regard to the balance sheet before you; but before putting the first resolution to the meeting, I shall be glad to answer any questions the shareholders may have to put.—After a short pause, the Chairman continued—Gentlemen, if you have no questions to ask, I beg to propose the following resolution:—"That the Report of the Directors and Accounts for the half year ending 30th June, 1882, as presented to this meeting, be accepted and passed."

Mr. H. R. Heard seconded, and the resolution was carried unanimously.

The following is the

REPORT.

The directors have the pleasure to submit herewith the balance sheet and statement of accounts for the half-year ending 30th June, 1882.

1881.—The dividends of Tls. 75 per share and 25 per cent. return on contributory premia sanctioned at the last meeting were duly paid. During the past half-year further payments on the above underwriting account amount to Tls. 143,646.57 leaving A surplus in hand of Tls. 97,103.31. The outstanding liabilities and claims in course of adjustment are considerable, and the directors trust at the end of the current year to be in a position to deal with the undivided profits by paying a further return to contributing shareholders and placing the remainder to credit of the reserve fund.

1882.—From the annexed working account it will be noticed that the premia and other receipts of the company for the period under review are Tls. 571,783.79, and the losses and claims, charges, &c., aggregate Tls. 265,481.66, the balance to carry forward being Tls. 476,305.13. The claims entered in the books since the 30th June represent about Tls. 30,000, and the directors regret that this amount will be materially increased by the loss of the tea steamer *Fleurs Castle* by which the company had a full line.

RESERVE FUND.

The sum of Tls. 318,500 now stands at the credit of this fund after carrying forward Tls. 60,000 from the year 1881.

AUDITORS.

Mr. G. A. Lindsay being temporarily absent from Shanghai, Mr. Peter Maclean was appointed to audit the accounts in conjunction with Mr. A. White.

By order of the Court of Directors,
HERBERT S. MORRIS, Secretary.

The CHAIRMAN then proposed:—"That the Directors be empowered to close the accounts for the year 1881 as soon as it may be found practicable to do so, and distribute the remaining profits of that year by payment of a further return to contributing shareholders, and placing the balance to the credit of the Reserve Fund."

Mr. D. Brand seconded, and this resolution was also carried unanimously.

The CHAIRMAN—Gentlemen, before we separate, there is one other matter I wish to allude to; it has been brought before meetings at different times during, I may say, the past eight or nine years,—it is the matter of registering the Company. We have done our best and used all the influence in our power to get out an Order in Council for limited companies, under which to register this Company. But it appears to us that we are as far from accomplishing what we desire as we were eight years ago; and even although the contemplated Order in Council were to arrive, it seems to us that there would be so many technicalities connected with it that it would be almost impossible to make any use of it as we are incorporated at present or under existing circumstances. The question therefore resolves itself into this,—whether we shall remain as we are, with liability undefined, or whether we shall register the Company in Hongkong or London? We think, or at least most of us think, that it is very desirable that the Company should be registered, and many of us think, including the majority, I believe, of the shareholders at home, that London would be the best place to have the Company registered; but as the matter is in abeyance we are not in a position at present to lay before you any definite scheme; but I think the time is not far distant when we shall ask you to meet us, to put before you what we think will be most desirable for the interests of the Company. I have alluded to the fact because I think it is desirable to keep the matter before you, and I cannot help thinking—it is my own individual opinion, and I believe it is the opinion of some of my co-Directors—that we should register the Company; our business has grown to such importance and magnitude that we ought to assume a different status to that which we now occupy. If the shareholders present have any views of their own which they would like to express, I am sure the directors will be only too pleased to hear them.

The CHAIRMAN, no remarks being offered, said—Gentlemen, there's nothing further to come from the directors, and as far as we are concerned the business of the meeting is concluded.

Mr. R. H. BOYD—I have much pleasure in proposing a vote of thanks to the Chairman. (Applause).

The proceedings then terminated.—*Mercury.*

CHINA AND KOREA.

SENTENCE ON THE DAI IN KUN.

The *Shen Pao* contains the following edict dealing with the case of the Korean rebel:—

Korea is a dependency of Our Ta Tsing country, and has been subject to Us for generations. She has always been known to conduct herself with reverence and care, and the court regards her as one of the same family [as China], sharing alike joy and sorrow together. Some time ago, Chang-Shu-sheng memorialised Us saying that a mutiny had broken out among the seditious soldiery of Korea, who in the sixth moon suddenly surrounded the Royal Palace. The Queen suffered disaster * and the nobles were put to the sword. The members of the Japanese Legation were also injured. We therefore commanded Chang-Shu-shang to set in motion Our land and water forces, that they might put down the rebellion; and ordered Li Hung-chang, whose leave of absence had expired, to return immediately to Tientsin and assist in the undertaking. Meanwhile General Wu Chang-ching and Ting Ju-ch'ang, the Taotai Ma Kien-chung and others led Our forces across the Eastern straits, entered the Capital of the said country, and apprehended the seditious gang to the number of over a hundred men. Having captured the chief ringleader, We pardoned his followers; within ten days' time, the riots and troubles were allayed, and the hearts of men became perfectly tranquil. Now it has been found out from the talk of the public streets in that country that the whole trouble arose from the soldiers demanding their rations, and the man who instigated them throughout and was at the bottom of the mischief was Li Kwên-ying-ying † [the Dai In Kun]. Through the instrumentality of Wu Chang-ching and others, this man was arrested and formally forwarded to Tientsin, and We decreed that the two Viceroys Li Hung-chang and Chang Shu-sheng should investigate his case and report. They memorialised to the effect that Li Kuen-ying-ying, taking advantage of the tender years of the rightful monarch, had arrogated to himself the regal authority and oppressed the people. The evil consequences (*lit.* foot-prints) were everywhere manifest; and as days went on the public hatred deepened. A year ago, his son Li Tsai-hsien made certain seditious attempts; and on this occasion, when the mutineers first rose, his house [Li Kwên-ying's] was the first they went to, to set forth their grievances. Not only did he fail to repress them with proper representations, but after the affair was over, dared to usurp the control of public business, dispensing terror here and blessing there with his own hands, and neglecting to take any notice of the rioters. When Li Hung-chang and others, in obedience to the Decree, questioned, he was unwilling to tell the truth, covering it with many artifices and evasions. But he cannot escape universal execration as being the head of the mutineers and the bad genius of the whole gang. For his crimes of treason to the King and treachery to his country, which he nearly brought to the brink of ruin, he is deserving of the severest and most rigorous punishment. But We have taken into consideration that Li Kwên-ying-ying is a near relative of the Korean King, and his senior in the family; if We were to visit upon him the heaviest penalty he has incurred, the King would be subject to the greatest embarrassment. We therefore proclaim that as a special Act of Grace We shall deal with him leniently. He will be freed from the infliction of punishment, but will be placed in the City of Pao-ting Fu in the province of Chihli, never [to all eternity] to be allowed to return to his native land. The Viceroy of Chihli is commanded to treat him with consideration, to provide him with a regular allowance, and keep strict surveillance over him. This is in order to eradicate the source of the troubles he has brought upon his country and to protect the King from all possibility of infringing the Five Relationships.

The soldiers of General Wu will, meanwhile, be left in Korea to preserve order, until everything is fixed upon an auspicious and peaceful basis. Li Hung-chang and the others will be expected to assist the Court to the utmost of their power with their counsels and investigations, with a view to the pacification of Our Tributary land.

The *Rikken Seito Shimbun* of the 19th Sept. published the following letter, purporting to have been sent from the King of Korea to the Chinese Government, begging for the release of Dai In Kun:—In the early part of June (Korean calendar) the military created a disturbance which ended in a domestic revolution and created fresh foreign difficulties. On the 13th of this month, envoys of the great country (China)—Ju Chao-Ting and Ma Kien-Tsung—arrived in our country and entered the capital. They paid a visit to my father Li Han-yin (Tai-wôn-kun), and to return the compliment he went to their camp, and the mutual salutations were hardly exchanged before Ma Kien-Tsung caused him to be taken prisoner. On his not returning in the evening great fears were entertained for his safety. It was not known, until a proclamation to that effect was placarded, that he was detained in the camp as a prisoner. The following passage is that proclamation "Rumour says that Tai-won-kun was the ringleader of the riot. When this news reached the Emperor of China, His Majesty burst into a great rage and said if Tai-won-kun had participated in the riot he deserved the name of a ringleader," and so forth, has fully convinced me of the fact that Tai-won-kun was ordered to be taken to China by the Emperor for punishment. Owing to the great vigilance in the camp and to the extreme swiftness of the gunboat, I have not been able to find an opportunity of bidding farewell to my father. The ship quickly steamed away out upon the trackless sea, far and farther out of my sight. I felt just then as though I were a child, deserted by its parents. I am anxious for his safe return. The late outrage had its origin in the discontent of the soldiery, and that this led to a revolution is entirely my fault. My father, although almost infirm from age, exerted himself in restoring order in spite of imminent danger. He ought therefore rather to be praised as a hero, but, on the contrary, he has been taken for the principal author of the disturbance—a false accusation which has no parallel in this world. That the real instigators of the outbreak have not been punished before is owing to my want of judgment. I swear that my father was not implicated in the riot. He is seventy-six years old and must now suffer hunger and illness under the hands of strangers, and there is no one to care for him. I earnestly pray that he will be sent back. I and both my and his servants will rejoice to see him released and cleared from this false accusation, and neither I or my servants will ever forget the mercy of the great Emperor."

The *Shen Pao* has received per telegraph another interesting Edict on the subject of the Korean rebel, of which the following is an abstract:—

"The Board of Rites has memorialised Us to the effect that it has received despatches from the King of Korea, copies of which are now forwarded to Us for perusal. That Korea, having lately suffered from an insurrection of seditious soldiery which was put down by Our armies, knows how to show her gratitude to Us, is a thing worthy of high praise. With a sense of unutterable awe and veneration this Kingdom now beseeches the Celestial clemency to permit Li Ch'êng Ying-ying to return to his native land. But Li Ch'êng Ying-ying, in having arrogated power to himself so far as to threaten the safety of his Sovereign, and having plotted to ruin his own country, has committed crimes which place him beyond the pale of pardon. Out of consideration for the King of Korea, We have been especially lenient towards him, and have already issued a Decree providing him with a residence and an ample pension. In acting thus we have conferred upon him a special Act of Grace. Now the King of Korea, bearing in mind the natural relationships of mankind and observing the filial rites of morning and evening attendance [on his father], states that Li Ch'êng Ying-ying is a victim to the infirmities of age and numerous attacks of sickness, and on these grounds begs the Board of Rites to intercede with Us for a further extension of Our Grace. The substance and wording of the letters are characterised by an anxious care which arises from profound piety and filial love. But Li Ch'êng Ying-ying has committed too great an offence against his country [to be a fit subject of further clemency]; and the King of Korea, who holds the possessions of his ancestors in trust, ought to consider the impropriety of gratifying his private affections at the expense of the public welfare. Any further petition for the release or return of Li Ch'êng Ying-ying will not be entertained; but we grant to the Korean King the privilege of sending a messenger to enquire after the health of Li Ch'êng Ying-ying at the end of each year, so as to afford some satisfaction to the constant thoughtfulness of the King. Hereafter let no other Memorial be presented regarding this affair."

THE KING OF KOREA REQUESTS THE SANCTION OF CHINA TO MAKE TREATIES.

The King of Korea makes an official communication. The Document relating to the Treaty between America and the small subordinate state has already been forwarded in the care of the Deputy Li Ying-shing by the gunboat *Yung-wei*, for the full information [of the Emperor]. On the 11th day of the 4th moon, in the present year, the English Admiral Wei-li-shih [Willes] arrived on board his man-of-war, which anchored in the Bay of Jên-ch'uen at which time Ma Tao-t'ai and Admiral Ting Ju-chang had not started on their return to China. Having received the directions of the Tsung-li Yamên and the High Commissioners for Northern Ports, I sent an urgent [*lit.* flying] despatch to make the matter known, and also ordered Chin Yin-chi to proceed as a special messenger by land and bring back instructions [from China.] I then immediately appointed Ulao Ning-hsin and Chin Hung-chi, two officers of the Board of Public Affairs, as High Assistant Commissioners, to proceed and deliberate [with the English Admiral.] On the 21st of the current month they had a personal interview with Admiral Willes, at which they decided upon the terms of a Treaty of Amity and Commerce, consisting of four Articles, on the model of the American Treaty, the variations between the two being slight and unimportant. It was then signed and sealed in order to give public manifestation to its validity.

This was nothing less than an exhibition, on the part of the High officers and princes of the Chinese Government, of the affectionate regard felt for us by His Imperial Majesty and His deep desire that the small subordinate state should participate in the benefits derivable from intercourse with the world. In protecting us and planning for our good, [China] never fails to go to the utmost extreme. I now beg that Ma Tao-t'ai and Ting Ju-chang may be allowed to remain here, to act together and assist us with their counsels in consultation, in order that all matters may be settled on a thoroughly sound basis. Then, the gratitude of both myself and the officers and people of this country will be increased, and the remembrance of it will be indelibly graven upon our hearts. I now reverentially transmit drafts of the Treaties and documents relating to the affair, having had copies made of them, for the purpose of having them placed on record, in order to show the sincerity of our small state in not omitting to report all matters of whatever kind.

France has also expressed a wish to enter into Treaty relations with us, and we have given [its representative] a friendly reception; but it is absolutely necessary that a consultation should be held about the matter before anything is done. We sincerely hope that the Presidents, Councillors, and High officers of state will first bestow their guidance and directions; and we further beg that Ma Tao-t'ai and Admiral Ting may be Imperially commissioned to discuss and act together with us. Then our small state will have received favour in the last matters as well as in the first, and we shall be overjoyed at our good fortune.

The above letter was presented to the Throne by the Board of Rites, and a favourable Rescript requested on behalf of the Korean King. In the draft of the Treaty originally framed between Korea and the United States, of which we have also received a copy, there are Fifteen Articles; the first of which runs—"Korea is a Dependency of China, but as regards her domestic government and external relations she has hitherto been *her own master*"—or, free.—*N. C. Daily News.*

* Here this expression, which is of elastic interpretation, has the force of "was murdered."—TRANS.

† The character rendered *kuên* is apparently an error, being differently printed in different places. Its transliteration here is therefore open to question.—TRANS.

HONGKONG.

Although a longer interval has elapsed since the departure of the last English mail, owing to the alteration of the day of departure arising from the change of monsoon, there has been no exciting event to chronicle. Residents are looking forward to winter enjoyments, and begin to hope that all danger of a typhoon is past.

The *Hongkong Daily Press* completed the first quarter of a century of its existence on the 1st instant, having been started on the 1st October, 1857.

We hear that a large number of skeletons have been discovered during excavations in connection with building operations going on close to St. Stephen's Church, Taipingshan. Over fifty have been dug out already, only a few of which were in coffins.

The China Navigation Company's paddle steamer *Hankow* arrived here on the 14th inst. from Shanghai to take the place of the *Ichang* on the Canton river. The *Hankow* is a vessel of enormous carrying capacity and great speed. The *Ichang* goes up to Shanghai to be docked, when she will have new boilers put into her and receive a general overhaul.

On the 14th instant the night boat into Canton, the *Powan*, in some way came into collision with a junk anchored off the Harbour Office and sunk it at once. The Captain of the *Powan* says the Chinese craft had no light. The junk is a large Macao passage boat, and she has gone down head foremost, a portion of her stern and both masts standing above water.

Another new steamer for the Coast arrived at this port on the 11th inst., the *Wuchang*, which has been built for Messrs. Butterfield and Swire. She is an exact counterpart of the same Company's steamer *Chungking*, and like her, is to be used in the trade between Shanghai and Tientsin. She is a schooner-rigged, flush-decked boat of 793 tons, and 240 horse-power. She has twin screws, and on her trial trip did over twelve knots an hour. Her cabin passenger accommodation is built on the deck, and is capitally arranged and fitted up, with every regard to comfort. The saloon and cabins are well ventilated, light, and well furnished. The voyage out was done in about 49 days. Some rough weather was met with at the commencement of the voyage, but no material damage was done. She has altogether the appearance of a very serviceable boat, well adapted for the traffic in which she is to run. Messrs. Scott & Co. of Greenock are the builders.

Hongkong was on the 2nd inst. the scene of another revolting tragedy, the victim on this occasion being a jinrickisha coolie. There was no love affair mixed up with this crime, but money was the root of the evil, a paltry debt unpaid being the only cause for the fearful act. The intention to kill was most evident, from the nature and number of the wounds given, and though the witnesses showed a disinclination to connect the prisoner, a coolie living in the same house with the deceased, there seems, from the evidence given at the inquest, little reason to doubt that he is the man. He escaped from the house at the time, but the police were very smartly put to work by Inspector Thomson, and the fellow was arrested not long afterwards, as he was hiding away in a coolie house. Considering the very small ground for such a fearful act, and the way the unfortunate man was attacked, the crime is altogether of a most ferocious character.

On the 1st inst. Mr. F. Green, while sailing his canoe, made a clever rescue from drowning. He was passing a hakow boat, which was just coming to anchor, when he heard a splash, and, on looking round, saw a child in the water. As his canoe was running before the wind there was no time to get it about, so he at once jumped overboard and made for the child. Having got hold of it he swam to the rudder of the hakow boat. Just as he reached it he saw a man close at hand struggling in the water and apparently somewhat exhausted. Fortunately Mr. Green was able to reach him by stretching out one hand while holding the child on to the rudder with the other. Having seen both man and child safe on board, the canoist made after his little craft, which was sailing along bravely on its own account and too quickly for him to reach it by swimming. Having obtained the assistance of a sampan he overtook it and proceeded with his sail. Whether the Chinaman had jumped over after the child or they had both fallen in together is not known.

The German steamer *Vorsetzen*, which we announced some time ago was to leave Manila on the 23rd ultimo for Hongkong, has put back to Manila with a broken shaft. The American steamer *Ingeborg*, Captain Henry, which arrived here on the 1st, reports:—"The steamer *Ingeborg* left Manila at 4 p.m. on the 25th ult. At 9 p.m. the same night, noticed the German steamer *Vorsetzen*, showing signals of distress; on nearing her she hailed us and asked for assistance, having her shaft broken. Weather being very thick and squally and the German steamer not having sufficient sail to give her steerage way, we decided to tender her assistance, for clearing the St. Nicolas banks, which she was drifting on. At ten o'clock took her in tow and proceeded back for Manila. After a very thick and very squally night, anchored in Manila roads the next morning (26th) outside the shipping. The *Ingeborg* left Manila roads again next morning (Wednesday, 27th) at eight o'clock a.m. Experienced strong winds during the passage with heavy seas to the Pratas, thence moderate winds and fine weather to arrival. Barometer high and steady."

The American bark *Samuel D. Carleton*, which arrived here on the 11th inst., reports sailing from Newcastle (N.S.W.) August 16th, crossed the Equator August 29th in long. 162.25. Passed Ladrone Isles September 21st, 28th Sept., in lat. 18.46, long. 132.09, strong breeze from E. to E.N.E. with hard rain squalls, bar. 29.88. 29th, in lat. 19.02, long. 129.53, strong breeze from E.N.E. with hard rain and squalls, bar. 29.58. 30th, in lat. 18.41, long. 129.58, wind from E.N.E. to W. by S. round by N.E., N.N.W., W.S.W., and hauled 16 points in 8 hours; 4 p.m. saw a whirlwind pass about a mile ahead to S.W., blowing with hurricane force. Barometer stood at 28.85 with the wind N.N.W. 4 a.m. wind W.N.W., barometer began to rise slowly. 4 p.m. wind W. by S. moderating, still raining in torrents, bar. 29.30. 8 a.m. bar. 29.60; raining hard with frequent flashes of lightning. Oct. 1st, bar. 29.80, wind N.W. to W.S.W. baffling about with a very high cross sea. Oct. 2nd calm, bar. 29.90, still a lead sea from all directions. Land birds fell on board, swallows, sparrows, and several other kinds, also dragon flies.

In the death of the late Rev. C. G. Booth the soldiers and sailors at this port lost a kind and faithful pastor, and one who was beloved and respected by all who were under his spiritual charge. Last January the deceased gentleman was cut off early in life, and his loss was a matter of much sorrow to his flock and to his numerous friends, and they have not allowed the sense of their loss to expend itself merely in the due observation of the usual ceremonies following his death, but steps have now been taken to keep the remembrance of their departed pastor fresh in the memories of those attending the St. Peter's (Seamen's) Church, where the deceased was wont to minister. The movement has resulted in the erection of a tablet in the church, this being the second memorial tablet which has been placed in the sacred edifice, the former one as a memorial of the late Mr. Margasson. The two tablets are fixed in corresponding places on either side of the chancel arch, that for the late Mr. Booth being above the pulpit. The tablet is of white marble upon a black slab, of a neat and appropriate design. It bears the following inscription:—"Sacred to the memory of the Rev. Coates Gilbert Booth, B.A., who died 14th January, 1882, aged 3[illegible] years. With Christ, which is far better." This tablet is erected by a few of his loving friends."

The announcement of the death of Mr. John Noble after a short illness, which we made in these columns on the 10th inst., must have been a great shock to his wide circle of friends and acquaintances. Mr. Noble was a very old resident, having been twenty-one years in the colony, and was for some years manager in Messrs. G. Falconer & Co's establishment, until he started business for himself three or four years ago. He was generally respected by the community. An excellent musician himself, he was indefatigable in his efforts to promote the cultivation in the Choral Society, with which, we believe, he was identified from the first by classes, and by the encouragement of the diffident. Union Church has in him lost an active office-bearer, while to the choir, whose director he had been for many years, his loss will be almost irreparable. He took a deep interest in the St. Andrew's Society and anticipated the happiest results from its formation; he was also always willing to aid in the musical meetings got up for our sailors and soldiers at the Temperance Hall. Now that he has passed away from amongst us many incidents of his disinterested and thoughtful kindness will occur to his friends. Those who have worked together with him on Committees will remember how successful he was in removing all friction—he was essentially a peace maker. A large number of residents of all nationalities attended the funeral which took place on the 10th inst. at Wong Nei Chaong.

The steamer *Haiduan*, which arrived here on the 7th inst. from North Borneo, brought little or no cargo, the trade being at present entirely in the hands of Chinese Singapore firms, who, naturally, do not care to encourage direct communication with Hongkong. But this will soon be rectified, when once the communication is established on a regular footing. The Chinese who went down

very successful trip up the Huang-pu on the 9th inst. A small party was invited on board to meet His Excellency Admiral Enomoto, the newly-appointed Japanese Minister to Peking, who took a great interest in the little vessel, and appeared highly gratified with her performance. The *Ruri Maru* was originally built in Japan, and has recently been undergoing a thorough overhauling in Boyd's Dock, every part of her being constructed of Japanese materials. Her tonnage is ninety-one; her legth 133 feet, with 17 feet beam, and her draught 3 feet only. She steams her nine knots easily. Tiffin was provided on board at half-past twelve, and the trip up the river past the Lung Hua Pagoda was exceedingly enjoyable. The steamer returned to her moorings opposite Boyd's Dock a few minutes after three. She is intended, we believe, for running between Shanghai and Woosung, and with her light draught an excellent engines could scarcely be better adapted for the purpose. Admiral Enomoto, who has been engaged in exchanging visits of courtesy since his arrival in Shanghai, entertained a few friends at dinner on the 9th inst. at his hotel, and was to leave with his family and suite per *Hae-an* on the 10th inst.—*Daily News.*

Rumours are current to the effect that the native crop of opium is likely to be a comparative failure. This is the reason assigned for present high prices of the drug in the province of Hupeh, where the habit of opium smoking is represented to be on the increase.

Two Expectant-Taotais are now on official visits to the high Chinese Authorities in Soochow. One is Mr. Kung, the superintendent of the native Cotton Mill Company in Shanghai, and the other Mr. Yung-wing. Both these officials are well-known to foreigners, and they are expective in Shanghai in the course of a few days.

We understand that a twin steamer is to be built forthwith for the Indo-China Steam Navigation Company to run on the Yangtsze in conjunction with the three other steamers now on the line, namely the *Taiwo, Kungwo,* and *Fuhwo.* She is to be 225 feet long and 36 feet beam, and we also hear that Messrs. Boyd and Co. are entrusted with her construction.

A handsome steam yacht has been built by the Hongkew Iron Works for the Taotai of Wuhu. On the 10th inst. she went on a trial trip to Woosung and back. The engines were planed by Mr. Hoi Kai-hong, the superintendent engineer, who learnt his profession at the Kiangnan Arsenal under Mr. J. M. Allen, and they are the first pair of engines turned out by the Company. Her name, *Sai-chao,* means "Rhinoceros—Horn Lightning," and was given to the yacht at the request of the Wuhu Taotai. The Rhinoceros is considered by the Chinese as preventing floods, and a person possessing a horn of this animal need be in no fear of drowning and can safely divide the water. With regard to the lightning, that denotes speed, so putting the two together, the owner of the yacht wishes her to be safe and to cleave the water with great speed. The *Sai-chao* is built of teak, 56 feet long, 11 feet beam, 6 feet deep and about 35 tons burthen. On the trip, she drew 4 feet forward and 5 feet 8 inches aft. She is fitted with a pair of non-condensing compound engines, the diameter of the high pressure cylinder being 10 inches and the low pressure one 17½ inches, with a stroke of 12 inches. The initial pressure in the boiler is 100lbs. to the square inch. The propeller is a four bladed cast iron one, 4 feet 6 inches in diameter with a pitch of 6 feet 6 inches. The diameter of the boiler is 6 feet, by 7½ feet long, and the area of the heating surface 350 square feet. The propeller is capable of making over 200 revolutions a minute.—*Courier.*

CHEFOO.

6th October, 1882.

The real state of the Korean question is kept rather dark. The Chinese gunboat *Chao Yuen* arrived from Korea on the 2nd inst. and left again to-day; according to her reports, the Chinese troops are encamped near Seoul; one of the Japanese men-of-war had left, taking some of the Japanese troops back to Nagasaki.

The *Iron Duke* left for Woosung on the 4th; the Russian Admiral returned from his trip to Peking in the *Plastoun,* and left yesterday in the *Duke of Edinburgh,* accompanied by the *Plastoun,* for Nagasaki.

The German gunboat *Wolf,* with Commodore von Blanck on board, is expected back from Tientsin on the 8th; the *Stosch* will leave for Japan on the 9th inst.

Admiral Willes is still at Peking; the *Swift* and *Vigilant* are at Tientsin.

The revenue cruiser *Linfeng,* having Commissioner Mr. Jamieson on board, left for Swatow yesterday.

The weather has been rather unsettled for the last fortnight and for several days we had heavy showers of rain.

Men-of-war in port:—British, *Cleopatra, Cormorant, Albatross, Zephyr*; American, *Monocacy*; German, *Stosch*; Chinese, *Chen Nan.*

General Wu, the Commander-in-chief of the Chinese troops in Korea, has not yet returned from Tientsin, where he is waiting for orders from Li Hung-chang.

Commander Ting's appointment as Chief of the Chinese Admiralty has been confirmed by Li Hung-chang, and considerable changes in the Naval Department are expected to take place.—*Shanghai Mercury* Correspondent.

TIENTSIN.

20th September, 1882.

The statement in your contemporary of the 14th, copied from the *Rikken Seito Shimbun* that Ma Kien-tsung invited the Dai In Kun to a banquet and that in the midst of the Chinese camp he was arrested, is not according to facts.

The young Queen of Korea, about 22 years of age, dressed in Korean costume but with a different head-dress, has been seen by foreigners here, going to Li Hung-chang's yamén, and again yesterday when on her way to the C. M. S. N. Co.'s reception hall to go with Ambassador Li back to Korea; therefore she was dead and is alive. It is the same with those three Ministers, supposed to have been killed by the Dai In Kun; two at least are alive again and leave to-day for Peking. What horrors were committed, according to Chinese and Japanese reports, at Seoul on the 23rd July! Those 23 persons fought their way out of Seoul and had none of their number killed and yet there were 23 on board the *Shel-drake.* Why, then Japan had no need to send an army to Korea for only a few hundred could have taken Seoul and Korea; the fact is Hanabusa was requested to leave, which he did, but at Jinsen had a slight skirmish with the Koreans, in which a few of the Japanese were wounded; they were aided by the Governor who procured the boat for them. This is what the Koreans here say.

23rd September.

The Japan and Korean affair is so far well but it is far from being settled; some of the Koreans have been busy at Peking and in consequence the members of the Tsung-li yamén object to the indemnity of yen 550,000; they have it that Japan only wanted half the sum and ask for a detailed account from Li Hung-chang, His Excellency asks for it from Ma Taotai; Ma certainly has none to state; consequently at Li's yamén there was a very unpleasant discussion between Taotai Ma and Wu-cheng-ching, who throws all the blame, if they are wrong, on Ma; the latter and Wu left Seoul together with Hanabusa, when they and the Korean Government had refused to accept Hanabusa's terms; the terms concluded at Gensan with the Korean Envoys, Ma Kien-tsung and Hanabusa are as much a mystery to him as to the Peking Government; and the allowing the Japanese to keep troops in Korea until the money is paid only H.E. Li and Ma Kien-tsung can tell; this made H.E. Li very angry with Taotai Wei. Therefore the Japanese Ambassador Extraordinary will have a rather unexpected extra task to perform when he gets to Peking; he is expected to be here on the 5th October.

30th September.

The British Admiral, with the German Commander, left yesterday for Peking, the French Admiral will also go. The Russian Admiral did not call upon H.E. Li on his return and left this morning at 7.40 a.m. in the *Nerpa* to join his flagship at Taku. It is said a general conference will take place, on what subjects is unknown; to this is owing all these distinguished visitors coming about the same time. The German Commander called upon Li before he went to Peking. Viceroy Chang's departure, with the Dai In Kun, is postponed till the 4th October because of the return of the Korean Ambassador from Tientsin.

You see it has turned out right about the Chinese troops for Annam, although it was poohpoohed in Shanghai and here.

3rd October, 1882.

Yesterday, Captain Lang, R.N., who has arrived to take charge of the Chinese Navy, had an interview at 4 p.m. with H.E. Li Hung-chang.

On the 30th inst., from 5 p.m. to 11 p.m., H.E. Li held a meeting between the Customs Taotai, Wu Chang-chang, Ma Kien-tsung and Tong King-sing in regard to opening steam communication and trade by the China Merchants' S. N. Co. with Korea. It is said the same scheme has been adopted, as in May last.

Chang, Viceroy of Chihli, with the Dai In Kun, leave for Paoting-fu the day after to-morrow. The second application by the Korean King to release his father has been refused, there is no other course for the Prince but to make up his mind to spend his remaining days at Paoting-fu.

5th October.

From Peking I hear that Prince Kung is indisposed; the Seventh Prince is pushing ahead with his powder and electric works at Sanchia, the new Arsenal outside Peking.

The Dai In Kun and Governor-General Chang left to-day at 9 a.m. for Paoting-fu.—*Shanghai Mercury* Correspondent.

NEWCHWANG.

29th September.

The Roman Catholic Missionary who was so roughly handled in the interior a couple of months ago, in consequence of having accidentally shot a native official, has arrived here and appears to have quite recovered from the effects of the terrible indignities which he had the misfortune to undergo.

Mr. T. J. Ballard, who has been Acting Harbour Master at this port for the past two years, goes on Shanghai on promotion at the end of this month. Mr. Ballard has earned a high reputation for the close attention to official duties, and for the unvarying courtesy and readiness to oblige which he has shown to all (native and foreigner alike) with whom he has had business relations during his tenure of office here. I think it will be only expressing the sentiments of the community to add that the only pleasing feature in connection with his approaching departure is the fact that he leaves on promotion. His successor is Mr. S. Parkill, formerly of Amoy.

23rd September.

The arrivals of piece-goods and other merchandise have been plentiful lately. The steamer *Yungching* was in port from 14th to 22nd inst. discharging and loading in the stream. The C.M.S.N. Co. must be heavy losers by the delay in discharging cargo, owing to their not making use of the facilities for landing which other steamers avail themselves of. The property which it was said the Company had bought for Tls. 40,000 cannot be disposed of for building purposes, and we hope it will always remain as it has been for many years, the site of such sports as we are able to get up, under the able management of the Yingtze Recreation Club, who cater also for the amusement of us all by keeping in skating order the Consular Pond, kindly placed at our disposal. Altogether what with skating, shooting, paper-hunts, and other fun the gunboat which we trust will be wintered at this port will not have such a bad time, for added to all these good things, we can boast of having the finest climate in the world, panegyrists of Hakodate notwithstanding. By the bye there are several Japanese to be seen moving about the concession, and any number of Koreans. All seem to be taking notes. The Chinese consider Koreans far superior to themselves, and to foreigners too, in the way of physical and mental qualities. It is not generally believed that the troubles in Korea are ever with regard to the suzerainty of China over Korea. I suppose the treaties with England, France, Germany, etc., lately made with Korea are under false pretences; or perhaps it is agreed they shall be ratified next year by the Celestial Emperor. But then why have they taken the trouble to go to the Forbidden Kingdom when all the arrangements could have been settled in Peking?

A large Chinese Hong has failed in Hongkong and has let in one or two small traders at Yingtzu. Land speculation in the Colony is thought to be the principal cause of failure.

1st October.

In consequence of late orders from the Board of War, the fine stockades at Shih-chou-tzu, fifteen *li* to the East of this, were yesterday vacated by the braves under General Sung, their destination being Port Arthur, whence they will construct a system of small encampments, at interval of fifteen *li*, along the Korean Gate. The route thither is well known to affect but scanty commissariat supplies for large bodies of men, and consequently they carried with them some two hundred large carts laden with flour. Some days prior to the march of this detachment, the Hai-fung-ting issued a proclamation calling for volunteer carts and offering 6 *tiao* (960 cash) per diem each. This proclamation induced about a dozen only to present themselves; consequently he gave orders to the *ti-pao* residing in the different villages for some twenty miles round, and nearly 150 were requisitioned, which together with those attached by scouting parties sent out on the principal highways by General Sung, made up the required number. It is said these carts are to be remunerated; but, as reports of robberies committed on the line of march by the troops which left this about ten days ago all agree as to a general confiscation without payment of pigs, fowls, fuel, etc., it is probably rumour only.

The comet seen in the 3rd year of Hsien Fêng, 1853, heralded, to the Chinese, the Tai-ping rebellion, in which thirty millions of people are reported to have perished; the one now visible is causing quite a sensation in certain Chinese minds, and the learned here predict a direful foreign war.

2nd October.

The arrival of several steamers and some tens of southern junks, coupled with large sales of this season's crop of beans, has created quite a change in the hitherto dead and alive appearance of this port, and hopes are entertained by many native firms reported to be on the verge of collapse of their now being able to tide over their pecuniary difficulties. Silver is very scarce and consequently in great request, which has induced sellers of native produce to lower their demands so as to effect sales before this port closes next month.

Some indignation is felt here against the master of the steamer *Taiwan,* who brought an action in the U. S. Consulate against one of the pilots. The action was dismissed, the *Taiwan* having to pay costs by way of solatium.

The Chinese authorities are pushing forward a section of the New Stone Wharf so as to facilitate the discharging of the machinery for the Kiin Arsenal, which is expected to arrive by the beginning of next month.

The weather is cool, and myriads of wild fowl are making their way South. It is not an uncommon feat for a sportsman to bag a dozen geese in a couple of hours.—*N. C. Daily News* Correspondent.

PEKING.

16th September.

The Korean business is at last settled. Information of the adjustment of the differences reached us here about ten days ago. Japan gets a pretty good sum of money in the way of indemnity, an amount similar to what she received for the Formosan embroglio, and Korea has had to atone properly for her crimes. The bridge, as it were, connecting her with the mainland is however still in Chinese keeping. And all this energetic action was done by Japan, acting by herself and not at the dictation or advice or by the help of foreigners. It is said the father of the Korean King—he who instigated the rebellion—is now here, but nobody knows anything about it. It was said he was sent up from Tientsin last Monday and that he was in a fearful rage at the way he was decoyed on board the Chinese gunboat and taken to Tientsin by Admiral Ting. It is also said that by order of Li Hung-chang he was recalled to Tientsin. It is also reported that three high Korean officials have arrived at Tientsin from his son, to request that he be released. The settlement of the affairs between Korea and Japan is said to have taken place at Seoul on 30th August; Japan receiving 550,000 yen—the odd 50,000 being for the families of the murdered Japanese, the remainder as expenses of the expedition. Until the indemnity is paid, the Japanese are, we understand, to keep 1,000 troops in Korea. The Chinese and Korean trading speculations were at the same time arranged, and all the Chinese parties concerned have returned to Tientsin greatly complacent at their success. Later intelligence informs us that the Royal prisoner would not obey the request of Li to return from Tungchow, but insisted on coming on to Peking. It is said at Tientsin that the Chinese are grumbling a good deal at Ma for paying the Japanese such a large sum, against, it is said, their demand, which only amounted to 300,000 yen; and therefore they suppose there must be something wrong.

Several visitors are here at present. Mr. Russell Young is daily expected back from Chefoo, but Mrs. Young, should she come to Peking, which is somewhat doubtful, is not expected here before the first of October. Sir Robert Hart's Wednesday afternoon garden parties are the great attraction and are kept up with spirit. All Peking meets together once a week in these pleasant grounds. Lawn tennis is the game most resorted to. Two of the members of the German Legation have gone to the Eastern Tombs. Mr. Volpicelli of the Customs is appointed to Amoy, and proceeds thither at once. Dr. Bretschneider has gone on a botanizing trip to the Fang Shan district S.W. of Peking, where are some large temples and the celebrated cave.

The new Spanish Legation is nearly completed. The Belgian Minister, who has been somewhat indisposed of late, is we are glad to hear, improving. Mr. Yung Wing, lately in charge of the Educational Mission to the United States and who has been residing here for several months, has just left for Tientsin and Shanghai. He was received by the Foreign Office and has been virtually presented to the Throne, returning thanks for his appointment to an expectant Taotaiship in Kiangsu, which, however, there is not the smallest chance of his ever taking, even should he not be obliged to wait for a dozen years. At one time there was a talk of sending him back to the United States with fifty of the old students to further complete their education, but the influence of Chên Lan-pin, now a Minister in the Yamén, was not favourable to the scheme.

MOUKDEN.

29th September.

The season has been in Manchuria as mild and comparatively rainless as in the rest of Northern China. Spring rains were sparse but sufficient. Summer was ushered in by a few days of intense heat, which was broken by a heavy fall of rain for a couple of days. Similar heat we have not had, dry, bright and mild weather being the rule. Fears were oftener than once entertained of a drought, and consequent bad harvest, but just as moisture was needed to save the crops, rain came gently, sufficient to refresh the parched earth. Harvest operations were general a fortnight ago and all sorts of grain present a magnificent show everywhere. Those districts which were flooded last year are especially rich this season. The crops everywhere promise considerably more than an average.

There is, however, one exception. Opium was parched, and, where grown, turned out badly. In regard to this crop proclamations are annually posted on the gates of Moukden forbidding its growth in any part of the province. The character of the acting Governor-General, however, rather than the proclamations, affects the growth. If he is particular, no flower is seen on the public highways; if he is careless, the pink and white blossom flaunts itself openly by the roadside. For two seasons I saw the poppy grown publicly everywhere; this was during the reign of a certain Governor-General. During the other years of my residence here the plant covisibly withdrew to mountain gorges, and quiet little plots far removed from the highways. There is a vast deal of nonsense talked on this matter by people who might know better if they cared to. It is well known that Chinese mandarins are not always guilty of sleepless nights in their endeavours to make the law respected, nor famed for disinterestedness in their administration; that is, however, no proof that those in power are hypocritical in their professed desire to abolish or minimise the traffic. While we compel the Chinese to receive it and forbid increased taxation, we need not be particular in fathoming Imperial motives.

With the exception of those mountaineers who put their trust in opium, agriculturists are sure of spare money this season. This will put an end to the depression in trade which has weighed down so many noble spirits, foreign and native; and the innumerable clothes' chests which have poured forth their contents for the past years into the pawnshop, stand gaping for new material, which will be, I think, in greater demand than for several years back.

While mentioning the season's character I should not omit an eccentricity which showed itself a month ago. Peculiarly dark though not very dense clouds came upon us from the N.E., emitting continuous flashes of lightning and an unbroken roll of thunder. They passed away, and were followed by a smart shower of large hail mixed with large and distinct raindrops. I heard afterwards that the hail storm seemed to have culminated at Sha-ling, a village to the west of Liao-yang, where the hail remained several inches deep after having battered down a good deal of grain. A few days ago a similar hail shower fell in the neighbourhood of Hai-chung, emptying the heads of the millet then standing.—*N. C. Daily News* Correspondent.

TAI-YUEN FU.

18th August.

H.E. Governor Chang seems to be very desirous of developing the resources of the province. But he has not been fortunate in securing the co-operation of his associates and subordinates in office. He does not seem to be skilled in the art of governing, the positions he has formerly held, such as Provincial Treasurer and Literary Chancellor, not being in this line. Moreover he seems to have given offence on some former occasion to the present Treasurer of the province, who now takes his revenge by refusing to advance funds for the prosecution of H.E.'s plans. It is much to be hoped that this dead-lock will speedily be brought to an end. For it is becoming more and more apparent, even to the Chinese mind, that there are great possibilities of progress in the development of the natural resources of the province; and that this development ought to be hastened. How it should be done, and what should be done first, are questions which have exercised the Governor's mind for some time. It is a recognised fact that the production of cereals in the province is not even now, with the immense reduction of the population which resulted from the famine, sufficient to supply the wants of its own people. Large quantities of grain have to be imported every year. This is a sad fact, in any case; especially so in view of the terrible work of the last famine, and the fact that similar seasons of protracted drought have been frequent in the past, and are liable to occur at any time. These considerations may be taken as the primary cause of the expenditure of such an amount of money and labour in improving the road across the mountains from Hsui Lu. It is a preventive measure. On general principles, a good road to and from this great Tai-yuen Fu plain has always been a necessity, but it was not recognized. It only began to be realized after the famine devastated the province—a result which might have been absolutely prevented had there been decent roads, over which supplies could have been rushed in. It seems impossible that a nation, arrogating to itself as much as China does, could have been so utterly blind and indifferent to the actual condition of things as was the case. Times of great scarcity have been frequent in the past, often amounting to a real famine of the necessaries of life. Moreover the agricultural productions of the province have never been sufficient, in the most fruitful of years, to supply the demand. So true is this, that it has long been a recognized necessity for all the sons in a family in excess of one or two, to go abroad and seek a livelihood. I met a man recently who, going abroad thus some dozen years ago, had returned once to take a wife, and was now trying to effect a permanent return with his family to his native province. Multitudes of similar cases could be instanced.

These facts, and the results involved, have a practical bearing on the question of the introduction of railroads. This question is only one of many which have been exercising the mind of H.E. Chang in connection with the general subject of developing the resources of the province. The mineral wealth of the province is acknowledged. It is equally well known that the province is comparatively poor, because these resources have not been developed. But successful development involves rapid, easy, and cheap transportation; and it is seen that this means something more than donkeys and mules on even the best roads that can be made over long mountain passes. It is also felt that successful development means the application of foreign methods and the use of the foreign machinery. How to get this machinery, either for road or mining purposes, into this mountainous province, far away from the seaboard, and with no water communication, is a question of most serious moment. Local manufacture, under skilled foreign direction, seems out of the question. Even for the simplest forms of machinery, this would involve delay and expense wholly disproportionate to its value when made. The most expeditious, and in the end, the cheapest method would seem to be to construct a railroad from some point accessible by water, into the very heart of the province. This at once, and in the best manner possible, would meet all the exigencies of demand by providing a means of supply. Food could be supplied in case of emergency. The various kinds of machinery for developing all its resources could thus be brought on to the ground; and for some heavy machinery, this is the only method. And moreover, cheap exportation would be ready at hand the moment it is needed. Such a plan has been thought of; and it is most sincerely to be hoped that it will be executed at no distant day. General Mesny is here, and I believe in the service of the Governor, doubtless with reference to the forming and carrying out of plans for improving the province.—*N. C. Daily News* Correspondent.

COCHIN-CHINA.

HAIPHONG.

(FROM OUR CORRESPONDENT.)

27th September.

Though everyone here expected some more stirring events, nothing of importance has happened since my last. In fact, things are much as before, the Chinese and our mutual friends appear to be quietly watching each other. I hear, however, that reinforcements have been asked for by the French Authorities, but whether they will be granted is another question.

Your remarks in your leader on the situation here, and those of Mr. "Banian" I fully endorse, and I only hope that something will be done, the sooner the better.

The only item of news of any importance I have to record to-day is that we shall shortly have a Tribunal, or Law Court, established here, an institution much wanted.

I noticed that in my last communication your compositor or reader had made or passed two and blunders. One sentence should have read—"There has been another shooting case," &c. instead of—"Hehad anothershooting," &c. A little farther on he made me say—"The *Leopard* moored finally off the Custom House," instead of the "Concession." I hope he will be more careful this time.

If no news to the contrary arrives from Hué, the export of rice from Tonquin will cease to-morrow night.

The steamer *Nam-vian,* whilst steaming up the river the day before yesterday met with a similar accident to that experienced by her sister ship the steamer *Saïtes.* She touched some sunken raft or junk, though there was plenty of water and she was in the proper channel, and broke her propeller and shaft.

There ought to be a better supervision of our river. Such obstacles to navigation ought not to be allowed, or in any case ships ought to be carefully warned lest an accident may happen. Neither the captain nor the pilot is to blame for this mishap; they are both very experienced seamen. The *Nam-vian* was towed into port by a river steamer yesterday morning. Steamers now in port:—*Crusader, Nam-vian, Activ,* and *Oain.* Rates for Hongkong went down to 8 cents. per picul of rice.

The comet has doubtless been seen by friends in Hongkong and the coast ports; it was very plainly visible at this port.

Cool weather is now setting in and I noticed to-day some flocks of wild geese and ducks. Joy for the sportsmen!

INSURANCES.

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE,
Secretary.

Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1092

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [1046

TRANSATLANTIC FIRE INSURANCE COMPANY, OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL—£2,000,000.—PAID-UP £200,000.
PAID UP RESERVE FUND—£50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 1st January, 1882. [244

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.

RUSSELL & Co.,
Agents.

Hongkong, 1st January, 1874. [1

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1881. [847

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ... £100,000 Sterling.
RESERVE FUND UPWARDS OF ... £120,000 Sterling.
ANNUAL INCOME ... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1882. [14

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 1st July, 1881. [20

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"NAMOA,"

Captain Westoby, will be despatched for the above Ports, on THURSDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 16th October, 1882. [1924

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"BANGALORE"

will leave for the above places on FRIDAY, the 20th October, at TWELVE (NOON) o'CLOCK.

A. McIVER,
Superintendent.

Hongkong, 3rd October, 1882.

FOR KUDAT AND SANDAKAN.
(BRITISH NORTH BORNEO.)

THE Steamship

"HAINAN,"

will be despatched as above, on SUNDAY, the 22nd instant, at DAYLIGHT.

For Freight or Passage, apply to

BIRLEY & Co.

Hongkong, 14th October, 1882. [1917

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENOGLE,"

Captain Gulland, will be despatched for the above Port, on or about the 21st instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 10th October, 1882. [1896

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE, VIA SINGAPORE.
(Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"MEATH,"

Captain John Johnson, will be despatched as above, on TUESDAY, the 31st instant, at FOUR P.M.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, 13th October, 1882. [1916

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, NEW CALEDONIA AND FIJI.)

THE Eastern and Australian Steamship Company's Steamer

"CATTERTHUN,"

Captain Miller, will be despatched as above on or about WEDNESDAY, the 8th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th October, 1882. [1921

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"IEAOUADDY,"

Commandant Pasqualini, will be despatched for SHANGHAI

shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th October, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Commandant Dujon, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th October, 1882.

FOR NEW YORK.

THE 3/3 L. I. I. American Barque

"ANTIOCH,"

J. Hemingway, Master, will load here for the above Port, and will have quick despatch.

For Freight apply to

ADAMSON, BELL & Co.

Hongkong, 9th October, 1882. [1876

FOR HAMBURG AND LONDON.

THE A 1 British Ship

"LOTHAIR,"

Boulton, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 27th September, 1882. [1818

SHIRE LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at through rates for HAMBURG and NEW YORK).

THE Steamship

"PEMBROKESHIRE,"

Rickard, Commander, will be despatched for the above Port, on or about the 24th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 11th October, 1882. [1654

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"ROCKHURST,"

Bulford, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong 14th September 1882. [1793

FOR SAN FRANCISCO.

THE *A 1 British Ship

"RUTHIN,"

Monkman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 21st September, 1882. [1780

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"ALEXANDER McNEIL,"

Sproul, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th September, 1882. [1810

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [18

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ... at ½ % Net per Annum.
On Coals ... at 1 % Net per Annum.
On Petroleum in licensed Godowns ... at 1½ % Net per Annum.
On First-class Chinese Tenements ... at 2 % Net per Annum.
On Second-class Chinese Tenements ... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [19

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "COPTIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 17th October, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, 12th October, 1882.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, VENICE, TRIESTE, PLYMOUTH AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BOKHARA," Captain H. Weighell, with Her Majesty's Mails, will be despatched from this for LONDON *viâ* BOMBAY and SUEZ CANAL on TUESDAY, the 17th October, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until NOON on the day of sailing.

Silk and Valuables for Europe will be transshipped at Colombo; Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Hongkong, 2nd October, 1882.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 24th day of October, 1882, at NOON, the Company's Steamship "ANADYR," Commandant Minier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 23rd October, 1882.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd of October, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th October, 1882

U. S. MAIL LINE.

PACIFIC MAI